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Hongkong Telegraph

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REUTERS' TELEGRAMS.

THE DERBY.

PROBABLE STARTERS.

London, May 31.
The following are the probable starters for the Derby—
Abbots Trace (Bayless); Allenby (Slade); Archais (Bellhouse);
Attilius (Saxby); Beebe Lodge (F. Bullock); Daylight Patrol (Hilda);
Dynamo (Robbins); He Goes (F. Templeman); Kerasos (Shatwell);
Marshal Neil (Hulme); Orpheus (Leach); Poltava (H. Jones);
Polumetis (Burns); Spion Kop (O'Neill); Tetratema (Carslake);
Torelore (V. Smyth); Paladin (blank); Morganatic Marriage (W. Earl).

HOW THE HORSES ARE FANCIED.

London, May 31.
The betting for the Derby is: 9 to 4 Tetratema; 7 to 1 Archais;
8 to 1 Allenby and Sarchelon; 100 to 1 Polumetis and Spion Kop;
20 to 1 He Goes; 25 to 1 Orpheus and Silvern; 33 to 1 Abbots
Trace, Daylight Patrol and Dynamo; 50 to 1 Attilius and Poltava;
66 to 1 Beebe Lodge.

ANGLO-AMERICAN RELATIONS.

LORD READING ON IRISH PROBLEM.

London, May 31.
Speaking at a luncheon at the Aldwych Club, Lord Reading, dealing with Anglo-American relations, said that Americans and Englishmen felt that the co-operation that existed during the war should be continued in peace and become more and more effective. He was unalterably convinced that between America and Britain lay the future world destiny of mankind. Alluding to the effect of the Irish question on American opinion, Lord Reading said that every British Ambassador to America had to take account of Irish propaganda in the United States. Americans recognised the difficulties of the situation and it would be a fortunate day in Anglo-American relations when the Irish propaganda question was removed from the United States. Britain and America were going to be rivals in trade and commerce in the future but they would be friendly rivals. With regard to war debts owing to America he was sure that Britain was not going to expect any remission, but intended to pay fully. (Cheers).

BRITISH LABOUR AND IRELAND.

THE QUESTION OF HANDLING MUNITIONS.

London, May 31.
The Triple Alliance sub-committee has passed a resolution that as the position mentioned in the letter from the National Union of railwaymen in regard to Ireland warrants consideration of the problem by the organised Trade Union movement of the whole of Britain, the matter, therefore, shall be referred to the Parliamentary Committee, urgently requesting it to have a special Trade Union Congress convened early as that the attitude of British Labour towards the production and handling of munitions of war for Ireland and Poland may be determined.

The above-mentioned letter refers to the Executive of the National Union of Railwaymen's consideration of the refusal of its Irish members to handle munitions and the Executive's decision on May 27 to refer the matter to the Triple Alliance.

THE DOMINIONS AND THE IMPERIAL GOVERNMENT.

London, May 31.
With regard to the *Sunday Express* statement of May 30, Reuters learns that no definite decision has yet been reached with regard to new arrangements for conducting business between the Dominions and the Imperial Government, but it seems possible that as decisions must shortly be made with regard to the Government Department that will have to deal with the British mandated territories, a decision may be taken with regard to the Dominions also. It has been proposed that the Colonial Office, which already deals with the mandated ex-German territory, should deal with other British mandated territories. Authoritative circles generally feel that there should be a Department dealing exclusively with Near East, Egypt, Palestine, Mesopotamia and Arab questions, not necessarily under a new Minister nor involving the creation of a new office. The suggestion that the Dominions' business should be transferred from the Colonial Office to the Privy Council is considerably favoured in influential quarters.

RUSSIANS IN ARIZONA.

London, May 31.
Delayed British telegrams from Tiflis report that two Russian cavalry regiments crossed the Armenian frontier at Uzuncala on May 21 and are advancing in Armenia. The Armenian Government has formally protested to Moscow, and has also despatched troops to the scene.

AIRMAN TO FLY TO AUSTRALIA ALONE.

London, May 31.
The ex-pilot Hingler left Croydon in a single-seater Avro to attempt to fly to Australia. The machine is low-powered and is fitted with a 35 horse-power Green engine.

HOME CRICKET.

London, June 1.
Yorks beat Gloucester by an innings and 55 runs.

TURKISH AFFAIRS.

Constantinople, May 30.
The Turkish delegates have arrived with the Treaty. A combination between the Government and the Kemalists is possible. Owing to the severity of conditions in Smyrna and Thrace, the Government is not attacking the Kemalists but is only protecting local populations.

PRINCE AS AUSTRALIAN NAVAL CAPTAIN.

Melbourne, May 31.
The Prince of Wales reviewed a thousand Australian sailors and marines on the occasion of the fourth anniversary of Jutland Battle. The Minister of Navy presented the Prince with a commission as an Australian Naval Captain.

REUTERS' TELEGRAMS.

EUROPEAN BOXING CHAMPIONSHIPS.

TWO BRITISH DEFEATS.

London, June 1.
At Holland Park Hall, under the auspices of the National Sporting Club, the following European Championships of Europe were decided, the bouts being fixed for twenty rounds:
Bantamweights.—Charles Ledoux of France (holder) knocked out the British Champion, Jim Higgins, in the eleventh round, after a splendid struggle.
Featherweights.—Arthur Wynn (Belgian Champion) beat Mike Honeyman (Champion of Britain), the referee stopping the fight in the tenth round, when Honeyman was floored five times.

RUSSIAN TRADE.

AN OBJECTION FROM UKRAINE.

London, May 31.
The Ukrainian Diplomatic Mission has sent a letter to Mr. Lloyd George and the Foreign Office protesting against the reported intention of M. Krassin, head of the Russian Trade delegation, to pay in gold for the proposed purchases of the Soviet Government of Russia in Western Europe, on the ground that a share of the gold in the Russian State Bank belongs to Ukraine, and Ukraine is partially liable for the Romanian gold reserve which the Bolsheviks captured. The Kremlin asks that the protest be transmitted to the Supreme Economic Council.

THE FIRST MEETING.

London, May 31.
M. Krassin had his first interview with Mr. Lloyd George to discuss the opening up of Anglo-Russian commercial relations. Mr. Bonar Law, Lord Curzon and Sir Robert Horne were present.

QUESTION OF RECOGNITION.

London, May 31.
It is understood that the British Government will insist on the release of British prisoners in Russia before assenting to resumption of trade.

To-day's meeting between M. Krassin and British Ministers dealt with only general trade proposals, not with any question of recognition, the object being to discover what Russia needs and what she was able to export. It was made clear that trade could not be conducted simultaneously with propaganda.

FRENCH POLICY.

London, May 31.
French newspapers state that the French Government is leaving to Mr. Lloyd George entire responsibility with regard to the London negotiations with M. Krassin, on the ground that France cannot open conversations with the Soviet representatives which would end in recognition, even indirect, of the Moscow Government.

DEATH OF DR. MORRISON.

SERVED CHINA TO THE END.

London, May 31.
Dr. G. E. Morrison passed away at Sidmouth after an illness of some months. The *Times*, in a tribute, says: "Even his last months were devoted to working, as best he could from his sickroom, in the interests of China."

THE POLISH OFFENSIVE.

London, May 31.
A Polish official message says: "Between Lake Navel and the Upper Beresina, the Poles broke down the enemy's strong resistance and advanced along the whole line. The enemy attacked at various points on the Ukrainian front."

A Polish official message says: "The Poles repulsed an attack at Rzeszyca bridgehead, capturing prisoners and guns."

THE IRISH PROBLEM.

London, May 31.
The Irish Executive has conferred with Ministers regarding the situation in Ireland. Viscount French, General Macready and Sir Hamar Greenwood were present. The conference was important, as being the first occasion which General Macready had of submitting his views to the Cabinet.

An important meeting of the Cabinet was held this morning, the Premier presiding. Sir Hamar Greenwood and General Macready were present. It is understood the Irish situation was discussed.

GREEK OCCUPATION OF WESTERN THRACE.

Athens, May 31.
The Greeks occupied, on May 23, Karagatch, a suburb of Adrianople, thus completing the occupation of Western Thrace within three days without serious incident.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

JAVA SUGAR.

Singapore, June 1.
A message from Batavia states a reaction has occurred in the Java sugar market owing to speculation in the American market which is now crowded by offers from abroad. The Java Market consequently has fallen during the last few days ten guilders a picul. It is expected the reduction will be temporary because of the enormous world shortage.

TIN IN DEMAND.

Singapore, June 1.
Tin is 140 with buyers, no sellers.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SHORTAGE OF RICE.

SERIOUS SITUATION IN SHANGHAI.

Shanghai, June 2.
The Chinese authorities are taking measures to meet the serious situation caused by the shortage of rice, which is now ten dollars per half picul and is expected to go much higher.

TO-DAY'S CHINESE TELEGRAMS.

THE SHANTUNG PROBLEM.

Shanghai, June 1.
At a meeting of the Committee for Foreign Affairs it was decided to have the 21 clauses in regard to the Shantung question submitted to the League of Nations.

THE AUSTRIAN TREATY.

Shanghai, June 1.
The Government, after the ratification of the Austrian Treaty by both Houses, wired to Dr. Wellington Koo asking him to make a declaration to the Allied powers accordingly.

INTERNAL FIGHTING.

Shanghai, June 1.
The cause of the fighting between the Northern and Southern troops in Hunan Province, resulting in the loss of certain districts to the South, is very obscure, but from information received by a certain Legation it appears that a small party of Southern troops, on their way to procure provisions, was attacked by the Northern troops at Kiyang. The latter, being afterwards encircled by superior numbers, made a hasty retreat. The former then proceeded to seize Kiyang and Loy-yang. The cities of Hangchow and Peking are in danger as the reinforcements despatched by the Tschun of Hunan have not yet arrived.

(Other Telegrams on Page 3.)

LOANS FOR BUILDING OF HOUSES.

PROGRESS OF THE SCHEME.

Yesterday we interviewed the Hon. Mr. A. G. M. Fletcher, C.B.E., the Colonial Secretary, regarding the progress of the Government scheme of advancing loans for building and learnt that there has been a considerable number of applications, all of which have been considered, although decisions have not been arrived at, except in a few instances.

"Can you tell us how much money has already been advanced for such purposes?" enquired our representative.

"Roughly about \$130,000. The sums will be paid by instalments, as the work of building proceeds. We are in negotiation with various people. We have lent money for two blocks of flats in Kowloon."

"There is a belief prevalent that, with the recent deficit shown in the finances of the Colony, the Government may not have much money to divert to such a purpose?" remarked the interviewer.

"The Government has enough money available for the purpose," replied Mr. Fletcher.

"What about the Committee which the Government appointed some little time ago to consider this question?"

"The Committee that was appointed, with the Hon. Mr. Holyoak as Chairman, is no longer sitting as Mr. Pollock and the Hon. Mr. Lau Chu-pak are away from the Colony, but it has made certain recommendations."

"Can you tell us what would happen in the case of a man who applies for a grant of money for building operations, and after having partly built his flat or house he is transferred to another place?" enquired the interviewer.

"That question is under negotiation. In any case he would not be able to transfer the property. He could only sell under conditions and with our approval. And eight per cent. is the maximum net return he could get from his property. With regard to general applications decisions are being arrived at slowly. This is not a thing that can done in a day."

TO-MORROW'S PARADE.

POSTPONED ON ACCOUNT OF WEATHER.

The biggest Military and Naval Parade that Hongkong has witnessed since the War was to have been to-morrow morning, but it has had to be postponed, on account of the weather. It may be held on Saturday at the Happy Valley at 9.30 a.m., weather permitting. This is a temporary arrangement; if the ground continues wet for another day the Saturday fixture will also be cancelled and the Parade abandoned for good.

The units that were to parade to-morrow were the Royal Navy, the Royal Artillery, the Hongkong-Singapore R.G.A., the Royal Engineers, the Second Battalion of the Wiltshire Regiment, the 22nd Punjab, and the 74th Punjab. Owing to the restricted nature of the parade ground on the Happy Valley only 1,500 strong were to have paraded to-morrow. Should the parade come off on Saturday, limited accommodation will be provided for the ladies in specially erected stands near the saluting base. Accommodation for two hundred ladies will be made.

DAY BY DAY.

Yesterday's health return shows four cases of plague (two fatal) and one non-fatal occurrence of enteric. All the sufferers were Chinese.

The Namsang gold robbery case was concluded at the Magistracy yesterday afternoon, when the Chinese charged was sentenced to six months' hard labour.

Thieves when charged before the Magistrate generally have a habit of making statements which purport to give them an Al-character. So it was a surprise to hear from Inspector Kent this morning when he was charging a Chinese with the larceny of a quantity of clothing from a couple living at Repulse Bay, that the prisoner in his statement admitted that his conduct was influenced by the *hainim* (the wife) of good nature. The Magistrate was inclined to that view himself, and sentenced the prisoner to four weeks' hard labour on the condition.

KING'S BIRTHDAY.

ARRANGEMENTS FOR RECEPTION AND BALL AT GOVERNMENT HOUSE.

On Thursday evening, H.R.H. the Governor and Lady Kent will receive guests in the Ball Room at 9.15 p.m., there being a Private Entrance at 9 o'clock for those who have received Private Entrance cards.

Guests are kindly requested to arrive promptly and to bring with them a card, with their names written thereon, to be handed to the Aide-de-Camp in the Ball Room.

The Ball will commence at 10 o'clock, and at 11.30 p.m. supper will be served downstairs in the Supper Room.

The regulation of chairs and other conveyances will be under the control of a Police Inspector, to whom guests requiring any information should apply.

Special trams are arranged for the following hours:—1 a.m., 1.30 a.m., 1.45 a.m., 2 a.m., and 2.15 a.m.

A special Ferry will leave for Kowloon at 2 a.m.

INGRATITUDE.

ROBBED HIS BENEFactor.

On her last trip here from Saigon, the s.s. *Prospect* had on board a Chinese passenger, who, after having made his modest pile from the plantations of Cochinchina, very nearly had the misfortune of losing it to a compatriot who had ingratiated himself into his good wishes to the extent of being allowed to sleep in the same bunk with him. The new friend said he had no money to pay his mess-bill, which hint was very kindly taken up by the passenger, who settled up this account for him. On arrival at Hongkong the other day, the passenger woke up to find that the guide into which he had tucked \$1,000 in French notes had been slit open and the money extracted. The conclusion he arrived at was that his bunk companion must have stolen it whilst he was asleep. So, in spite of attempts made by the latter to shake him off when they went ashore, the passenger stuck to him like a leech, and having ascertained the boarding house at which the man put up, he called in the Police and hired the services of Mr. Lyson to bring up the case before the Magistrate.

It was stated in evidence this morning that a search which the Police conducted in the prisoner's room in the boarding house brought to light part of the missing notes, the remainder having apparently been converted into Hongkong money. To prove the man's guilt, Mr. Lyson advanced two points which were that the prisoner, having stated that he had no money to pay his mess bill, was nevertheless able to pay for the launch hire in going ashore at Hongkong, and secondly that he was able to put up at a boarding house. The evidence having proved his guilt up to the hilt, the prisoner was sentenced to six months' hard labour by the Magistrate.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 11 1/2 d.

THE WEATHER.

Forecast:—Rain. Barometer—29.61. Temperature 2 p.m.—76. Humidity 2 p.m.—93.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.5 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

King's Birthday.
Reception and Ball at Government House—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

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LABOUR AND GOVERNMENT.

LORD HALDANE ON NEEDS OF DEMOCRACY.

Lord Haldane, who is president of the Manchester Reform Club this year, was the guest of the members at a house dinner recently. Mr. J. Walter Robson, the vice president of the Club, was in the chair. Lord Haldane insisted that at bottom nationalisation was not an aspiration for the abolition of all private property and industry, but for a distribution of the fruits of industry with service rendered as the dominating standard. Democracy was bad at administration because it had not yet full appreciation that only higher education could teach it—the value of brains and the necessity of trusting brain-power. He urged that Liberalism should adopt as a plank in its platform the development of higher education by extending extramural teaching of the Universities on a huge scale, as a means of stabilising the nation by giving all classes the sense of equality in knowledge.

Lord Haldane said this was the first occasion on which he had the privilege of addressing the members of the Reform Club as their president. When he was in Manchester in September he pointed to the difficulties that were arising for the Liberal party. It had the record of a splendid past, and its traditions about foreign affairs, economy, and prudent administration were of the best. But what of its future policy? It seemed to be lacking in initiative. A new situation and a new school of progressive thought were confronting Liberalism. He did not refer merely to the by-elections with their increasing Labour vote. In the Universities, among the intellectual, in all classes of society the people were tending towards Labour ideals. Development was the order of the day. Now what attitude should the Liberal party take?

He was making them go over both from the Coalition and from the old Liberal parties was not any crude programme for nationalisation at a stroke. The weakest side of democracy was its want of training in appreciating the difficulties of administration and the vast scope of the problems of government. The new recruits knew this, and yet the progress in the direction of Labour was an accelerating one. Even at Paisley it remained an open question whether the triumphant support of his old friend and chief, Mr. Asquith—cheers!—was not more of a well-deserved tribute to splendid Parliamentary gifts and a sterling character than a deliberate choice of the traditions of the old Liberalism of earlier days. Speaking as a Liberal to Liberals, what he himself wanted to say first was that the situation was one in which the school of Liberal thought dare not remain inert if it had any hope of having more than a dwindling minority. It was of the very essence of the Liberal tradition that the party should always be on the outlook for fresh ground to occupy, and if it failed in this it was doomed. The extended franchise had not made this less apparent.

THE CHANGE IN NATIONAL OUTLOOK. They must therefore inquire what was in the minds of those who insisted on the shibboleth of nationalisation. It might be all wrong. For himself he believed that the direction of industry, with its dependence on the continuous acquisition of fresh knowledge, must always come back in the end to him who possessed the greatest intelligence and initiative. As a consequence five-sixths of the industries of the country were likely, under any system, to remain in private

hands. But there were great industries which appeared to be capable of being placed on a different footing than that of the creative energy of one man. The control exercised during the war, amounting in effect to nationalisation in certain cases, the development of colossal combinations with attendant State regulation of conditions, wages, and hours—these things pointed to change in national outlook and to the emergence of new problems. They would therefore do well not simply to close their minds and denounce all these new ideas as tending to Communism or Bolshevism, but to try to see whether there did not lie behind them some real and palpable principle which at least deserved to be closely examined.

That was the method of the old Whigs. However long the demands for manhood suffrage and for Chartism looked in the last century, the Whigs did not bolt the door and defy the man outside who had the buttressing rim. They talked with him in the gate, and the result was that peace came by degrees and in a form which was in the end found to mean the redress of what had been just grievances. We lived and were likely to continue to live, under a democracy, and as this was so there was only one possible way of growth in good government, and that was to rely on the democratic. Fortunately, our people were the sanest and most reasonable in Europe. We had always come through by trusting them where others distrusted them. The result was that we had been free from revolutions since the days of the Stuarts. Where there had been temporary unrest it had always turned out to be due to contracted ideas on the part of those who, for the time being, had occupied the seat of government.

BEHIND THE CRY OF "NATIONALISATION." What, then, really lay behind the cry for nationalisation of which we were hearing more and more? It was, he thought, this. The reflective mind behind it was tending to the view that the residuary done of the fruits of industry should be rather those who rendered the service which constituted its life and their own lives, than capital that was merely inert. This did not mean that all services were to have only equal shares or be rewarded on the same footing. In order to attract the man of the highest talent in knowledge and organising power it might be well worth while to give him what he asked, even if it were £50,000 a year or more. The question was what return he, and he alone, could render for his reward. Nor did it mean that capital was to be confiscated. Capital should be hired as a means to an end, and should not dominate or be the ultimate controlling power as at present. It should be remunerated for its services at rates increasing with the risk it ran, and determined in the market.

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FRENCH LESSONS.

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beginnings of the system he was suggesting, had met with great success.

The universities were making a beginning with a new mission and a new function, that of extending the higher learning and its spirit to the people at large. But splendid as was the desire of the universities to so extend their mission, we must be careful not to overtax their resources. If they were to develop a great extra-mural organisation in the interests of the nation and to send their best teachers into distant localities to found systematic classes and to stimulate inquiry and original thought, the public must come to their aid. The State must undertake a great development through their agency as important as that of 1870, when the education of youth became a national care and charge. The cost would not be relatively large compared with the expenditure on elementary education, and would probably develop a fruitfulness and stability that would be well worth requiring if they cost ten times as much.

EXTRA-MURAL UNIVERSITY TEACHING. The universities must be put into a position to train a new order of teachers of high qualifications—university tutors who might go out to teach for three or four years, and then return for what the Americans called a "Sabbatical" year to their own universities for refreshment in knowledge and in spirit. It would be a new national asset and a profession which would attract many men and women if made financially possible. But no more sacrifice of quality to quantity. He remembered that twenty years ago, when he was fighting the battle for the establishment of the new teaching universities that remarkable man Mr. Joseph Chamberlain had said to him when he was staying

with him at Highbury, "Let us be careful that we do nothing in this movement to lower the level of the old universities. Oxford and Cambridge have got an atmosphere which it has taken centuries to produce and which we could not replace." That was profoundly true. Nothing but the maintenance of the highest level in the teacher and in his teaching would appeal to the best among the working classes.

He was sure that what he had been speaking of could be done if the State and the localities would aid the universities. He believed that the University of Manchester would welcome the task. He had read the splendid appeal Manchester was making, and read in it the true spirit. LIBERAL-LABOUR FUSION NOT NECESSARY.

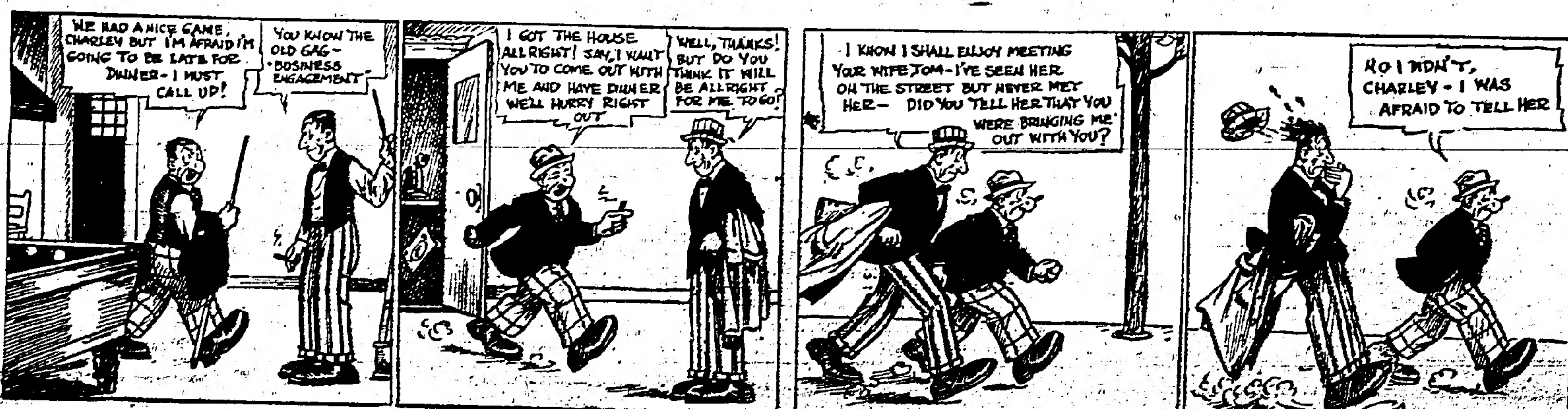
What he now suggested to them as a new work and objective for politicians would not make Labour fuse with Liberalism. He was not sure that he desired this. The intense earnestness of Labour and the driving power this brought had better be left undisturbed. But it might afford a great wide roof under which Labour, Independent Liberalism, and Coalition Liberalism also could come together and work together for something in which they had a common aim and a common faith in progress.

An educated democracy would quite naturally educate itself still further by organising itself locally in groups for the discussion of every kind of subject. It might thus evolve a higher type of representative, a better Parliament, and also a more highly qualified administration and State service. Bureaucracy would tend to die a natural death. The process would be slow, but there was good reason to hope that it would be sure and tend towards great reforms to be progressively and gradually accomplished, and not less towards stability. (Cheers.)

DOINGS OF THE DUFFS

Charley Will Be Just as Welcome as the Landlord.

BY ALLMAN



THE PAGE

The New Bathing Suit



Shimmering
Grey Satin
Suit with
Orange
Trimming

A Modest and Dainty
Little Bathing Dress
of Navy Taffeta

A Comfortable
Swimming Suit
of Black Silk
Jersey

Expert Swimmers
Prefer the Jersey
Suits that are Quite
Correct in Style these
Days

Practical
Bath Cape
of Waterproof
Material—
Cape, Hat and Sunshade
Decorated with
Beadings

Designs of the Moment.

Two new taffeta bathing dresses for this season are pictured. One model is much more extreme than the other and the costumes will appeal to different tastes, but both are authoritative styles for the coming summer. The more demure little dress is of navy blue taffeta, skirt and waist-trimmed with tiny tucks in groups. The soft, draped line of the waist is attractive and the neat trim line at the belt. This belt is not more than half an inch wide joining the loose waist to a skirt shirred in several rows at the top. A round collar is trimmed with narrow taffeta pleating, and this pleating done very flatly by machine will retain its crispness longer than you would imagine when wet. Navy blue silk stockings match the cap gives a note of gay colour. It is made of cyclamen coloured silk and fits over a rubber diving cap.

The other taffeta bathing dress is black, is trimmed everywhere with tiny gilt buttons placed close together to make a sparkling border trimming. The skirt is slashed out in four deep points, outlined with the shiny buttons, and pointed frills edge the bouffant black trousers. The waist has a deep pointed yoke at front and back, also edged with buttons. Here again a grey cap sets off the costume. This cap is of mandarin orange taffeta trimmed with a beaded band in black, yellow and purple.

Some of the new swimming dresses are of flame orange and black, and others are of navy blue and black. A costume of navy blue and black is a very demure and tasteful bathing

suit, with all its only daring quality is the colouring. It is built of shimmering grey satin piped with flame-orange satin, and embroideries in the bright flame-orange shade decorate the front of the waist and the wide belt. The cut of the costume is very good and is admirable for a swimming suit. Extensions of the satin flare out at either side of the slashed trousers, giving the effect of a skirt, yet the suit is really a blouse and trouser combination, very comfortable to swim in. The widening of the belt at the front, below the cross surplice waist, is a graceful idea, and the little sleeve, slashed underneath and tied, with orange ribbon is very pretty. The millinery worn with this costume is a masterpiece. The big hat is made of rubberized silk in pale yellow tone and orange silk fringe drops from the edge of the brim. Some small orange flowers, made of rubber, trim the hat at the base of the crown. The silk stockings are grey, matching the grey satin costume.

CLOTH OF GOLD CAPS.

Many of the bathing suits of dark silk, are accompanied by caps of metal, silk in red and gold, green and silver, purple and gold and so on; and these brilliant caps give great style and interest to the costume. The importance of headgear in the bathing costume cannot be over-emphasized just now. A smart and stunning cap or hat is half the costume. The simplest little suit will look smart if accompanied by a stunning cap and handsome silk stockings.

JERSEY SUITS FOR FAST SWIMMERS.

The woman who is an expert swimmer needs a tasteful bath-

ing dresses of embroidered and button-trimmed silk. She abides by the knitted jersey suit which she has found perfectly adapted to her needs; and now that these suits have been established as proper style it will be long before they go out of fashion. There is no reason why they should be immodest or unladylike (to use an old-fashioned word) if the right model is selected and if the suit is accompanied by long stockings. A very important thing, however, is the garment worn under such a suit. It should be of firmly woven jersey and much snugger in fit than the outer tunic so that the curves of the figure may not be too frankly revealed by the clinging tunic when it is wet.

KERCHIEFS MAKE A BATHING DRESS.

One of the illustrations shows an ordinary swimming suit of black jersey, a garment in one piece, with two large squares of printed and wool embroidered silk draped over it to suggest a frock. The points of the squares are cut across to form the neckline and at the sides the points are joined at the hip. A sash of heavy double faced satin ribbon holds in this tunic to the figure.

You must positively have a bathing wrap now, to be truly smart. It is not unlikely that the day will come when a swimming costume, uncovered by a wrap, will look a little odd and wanting in good taste—on the sands. Some of the bathing caps for this season are very elegant affairs. The pictured wrap is of some coloured water-proofed material, the matching fringes of silk. Hat and parasol match the wrap and tiny, fitting bluebirds are painted by hand on wrap, hat and sunshade.

TOILET TASTES OF 1920 DANDIES.

Luxuries for the modern dandy, who has apparently little to learn from the ladies in the uses of "special preparations," form a feature of the Chemists' Exhibition.

"It may be an after-war reaction," said a salesman recently to a *Daily Chronicle* correspondent, "but the fact remains that a large body of men do not nowadays disdain the use of perfumes, washes or creams." He drew a delightful word-picture of the possibilities offered in the 1920 exquisite daily breathing the odours of Araby, and gave illustration to his remarks by producing the articles he named. "Rising nimbly at 8.30, the first thing to do is to select what harmony of scent he shall use for the day. Here," waving to a row of phials, "are 40 different sorts of special extracts symbolising everything lovely, from a golden morning to a vision of India. Sponging the night-cream from his complexion, he goes to the bath armed with crystal-shaped soaps, perfumed boxes of bath-dust, eau de Cologne solidified, and perhaps a lavender shampoo powder. They are here! He comes down with a glad smile, and artlessly flings a tabloid into a bowl, with which liquid he toilettes his teeth, and proceeds to spill some polishing powder upon his nails. Manicure complete, he dallies with his razor, dusts his complexion with talc, seizes a box of solid brilliancing to annoint his hair. Slightly flushed with exertion, may be, he applies a touch of 'loel' perfume to his lips (they can be obtained in many colours), and is intrinsically handsome and dainty, sprays his hair with a drop of the essence of

BEACH SUIT OF ERMINE.



Here is something novel and costly in the way of a bathing or beach suit. It is in one piece and is made of tailored ermine. It cost over £4,000.

JOTTINGS.

EGYPTIAN DESIGNS.

Egyptian influence in jewelry, millinery and hand-bags is noticeable in the newest fashions from Paris. Rich colourings and designs of embroidery, or in some cases metal designs of hand-bag frames, suggest the ancient Egyptian art.

JOTTINGS.

NEW RING WATCH.

The most fashionable thing in jewelry at present is the platinum ring watch. In spite of the fact that it does not keep time as well as the wrist watch, it is being widely adopted. Odd bracelets of various types, as well as the diamond and platinum circles, are becoming very popular.

COLOUR IN WEDDING GOWNS.

Bridal gowns are departing from the conventional white of other seasons. Fashionable modistes are introducing bits of colour, either in fleck colour veiling of chiffon under some dainty fabric or pale coloured flowers instead of orange blossoms. Many of the gowns are cut in Empire style and feature white net covered with beading in contrast with tiny crystals.

BEACH COSTUMES.

Skirts of new bathing suits are showing elaborate pleats and panels. Pleating is also made a feature of one of the newest bathing capes, which is made of satin or silk tulle.

STRENGTHEN HOSE.

The life of silk stockings is lengthened considerably by dipping them two or three times in cold water and letting them dry before wearing them for the first time. This is said to draw in the weaves of the thread.

GARDEN PARTY SHOES.

When you wear a white frock this summer relieved by some soft colour such as pale blue or pink, you will be able to carry the idea even as far as your shoes. It is now possible to get white suede shoes with part of the uppers in such tints as blue and pink, and laced with silk ribbon to match, which are just the thing to finish off a summer toilette.

NORV ANIMAL HEADS.

Animal heads carved in ivory or wood as umbrella handles, are the latest fashion fad from Paris. The ultra-fashionables are using portraits of their pets worked out in this manner.

Latest Styles
IN
Ladies Bathing
COSTUMES
AND
CAPS.
Lane, Crawford
& Co.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

Sailings PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DELTA	8,000	5 June, noon.	Miles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

ARRATON A.	4,500	6th June.	Calcutta via Singapore Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KIDDERPORE (Cargo only)	5,200	3rd June, at noon.	Melbourne via Sandakan, Thursday Island, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,000	4 June, 10 a.m.	Shanghai, Kobe, Yokohama.
KILDONAN C.	9,700	5 June, 3 p.m.	Shanghai.

WIRELESS ON ALL STEAMERS.

Passes Mastering not more than 24ft. X 11 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Tuesday, 15th June, at 11 a.m.

TAMURA M. (Calling Manila & Keelung) Wed. 30th June, at 11 a.m.

KATORI M. (Calling Manila & Keelung) Fri. 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

KITANO MARU ... Friday, 11th June, at noon.

INABA MARU ... Friday, 25th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSUREGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via Suez, Cebu, Suez & Port Said.

TOKIWA MARU ... End of June.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NIKKO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Yokohama,

Munoran, San Francisco, Panama & Colon.

TOYOOKA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 10th June.

TALAN MARU ... Saturday, 12th June.

CALCUTTA & RANGOON via Singapore & Penang.

SHINGO MARU ... Wednesday, 9th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

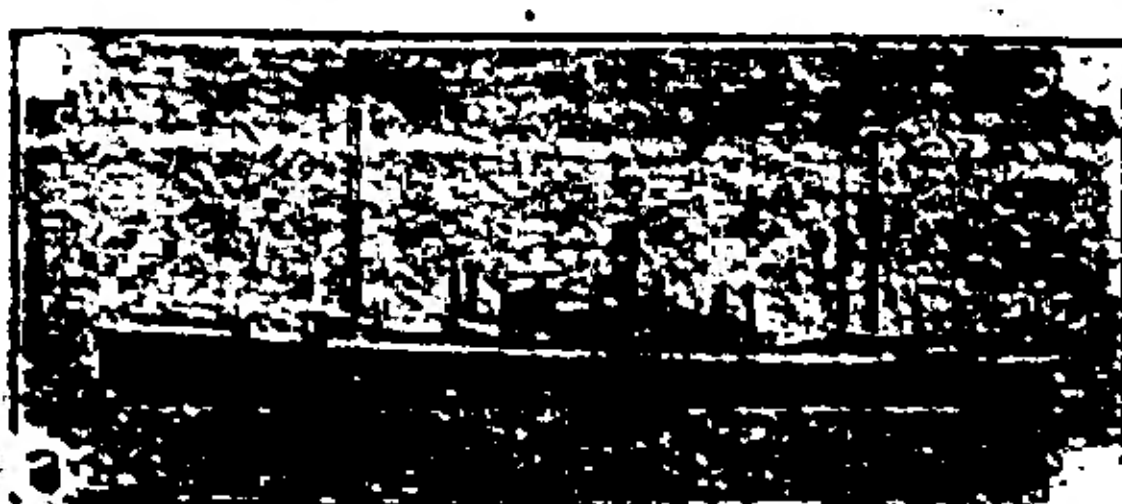
AWA MARU ... Wednesday, 2nd June.

KAMO MARU ... Thursday, 3rd June, at 10 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tjibodas	Milke	In port	5th June	Java.
Tjibodas	Java	8th June	13th June	Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken a through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Yokohama Building.

Telephone No. 1374.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HAYEE MARU" (Call Marseilles) Wednesday, 16th June.

"HIMALAYA MARU" ... Sunday, 11th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

"SEATTLE MARU" ... Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"INDUS MARU" ... Friday, 4th June.

"GANGES MARU" ... Tuesday, 29th June.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

"MITSUKI MARU" ... Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-

nightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection

with Chicago, Milwaukee & St. Paul Railway.

"CHICAGO MARU" (Call Manila) Tuesday, 8th June.

"ARABIA MARU" ... Thursday, 24th June.

NEW YORK—Regular monthly service via Japan ports, San

Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Saturday, 26th June.

JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.

"KOSOKU MARU" ... Sunday, 26th June.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon

passengers and will arrive at and depart from the O. S. K.

wharf, near the Harbour Office.

"AMAEUSA MARU" ... Sunday, 6th June.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 3rd June.

"SHISEN MARU" (Takao direct) Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong	Leaves Hongkong
CHANGSHA	24th June.	28th June.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & HAMBURG	"KATHLANBA"	Second half July.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

or to REISS & Co. Canton

THE BANK LINE, LTD.,

General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on Tuesday, 1st June, at noon.

FOR SHANGHAI & YOKOHAMA.

"PERSIA"

Sailing on or about 20th June.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on 11th June.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIUN KAISHA)

Steamship services Trans-Pacific

also to Australia, Europe, etc.

REAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co. Ltd. and APCAR Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
KOBE	Kwaisang	Thurs., 3rd June at 5 p.m.
SHANGHAI via Swatow	Esang	Fri., 4th June at d'light.
MANILA	Wingsang	Fri., 4th June at 11 a.m.
MANILA	Yuensang	Fri., 4th June at 3 p.m.
TIENSIN	Chipsang	Sat., 5th June at d'light.
SANDAKAN	Hinsang	Sat., 5th June at noon.
SHANGHAI	Hopsang	Sun., 6th June at d'light.
STRAITS & Calcutta	Laisang	Wed., 9th June at 3 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan.

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kufat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE:—A regular service is run from March to Nov. between Hongkong & Tiensin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about 9th June, for SINGAPORE, PENANG via AMOY.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 315.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Tsuning	3rd June at 4 p.m.
SHANGHAI & TSINGTAO	Tsuning	5th June at 4 p.m.
WEIHAIWEI, CHEEFOO & TIENSIN	Muichow	6th June at 3 p.m.
SWATOW & BANGKOK	Chengtu	8th June at 11 a.m.
AMOY, SHAI & PUKOW	Shanglung	8th June at 3 p.m.
SHANGHAI	Sinkiang	10th June at noon.

SHANGHAI LINE. PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, amusements, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed at Shanghai, avoiding the inconvenience of transshipment at Woa-ung.

BANGKOK LINE. Weekly service to and from Bangkok via Siam.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong June 2, 1920.

DOUGLAS STEAMSHIP CO., LD

HONGKONG & SOUTH-CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	J. S. Thomson	FRI. 4th June at 2 p.m.
Hailong	W. C. Pasmore	TUES. 8th June at 2 p.m.
Hailong	A. H. Stewart	FRI. 11th June at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(COSAS S. S. Co., Ltd. & Calcutta Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong: "DEUCALION" via Suez 5th July.

Steamers proceed via West Coast or Panama Canal at shippers' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. PENANG M. (Liverpool Line) left Glasgow for this port via Suez on the 22nd April, and is expected here on the 9th June.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 24th April, and is expected here on the 2nd June.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N. Y. K. s.s. DURBAN M. (Hamburg Line) left London for this port via Suez on the 8th May and is expected here on the 19th June.

The N. Y. K. s.s. SHINZU M. (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 4th June.

The N. Y. K. s.s. TOYAMA M. (Hamburg Line) left Antwerp for this port via Suez on the 16th May, and is expected here on the 27th June.

The N. Y. K. s.s. MEICHI M. (Bombay Line) left Bombay for this port direct on the 18th May, and is expected here on the 6th June.

The N. Y. K. s.s. HEIMEI M. (Bombay Line) left Bombay for this port direct on the 21st May, and is expected here on the 6th June.

The N. Y. K. s.s. ATSUTA M. (European Line) left London for this port via Suez on the 22nd May, and is expected here on the 30th June.

The N. Y. K. s.s. FUSHIMI MARU (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila, on the 26th May and is expected here on the 7th June.

The N. Y. K. s.s. SHINRYN MARU (Calcutta Line) left Calcutta for this port via Rangoon & Singapore on the 24th May and is expected here on the 12th June.

The S.S. DOYLESTOWN (Calcutta Line) left Singapore on May 28th and may be expected here on or about June 3rd.

The N. Y. K. s.s. KAMO M. (European Line) left Singapore for this port on the 28th May, and is expected here on the 2nd June.

The N. Y. K. s.s. AKITA M. (Hamburg Line) left Rotterdam for this port via Suez on the 26th May, and is expected here on the 5th July.

The P. & O. s.s. KIDDERPORE left Kobe for this port on the 28th instant at a.m., and is due here on the 2nd June at about a.m.

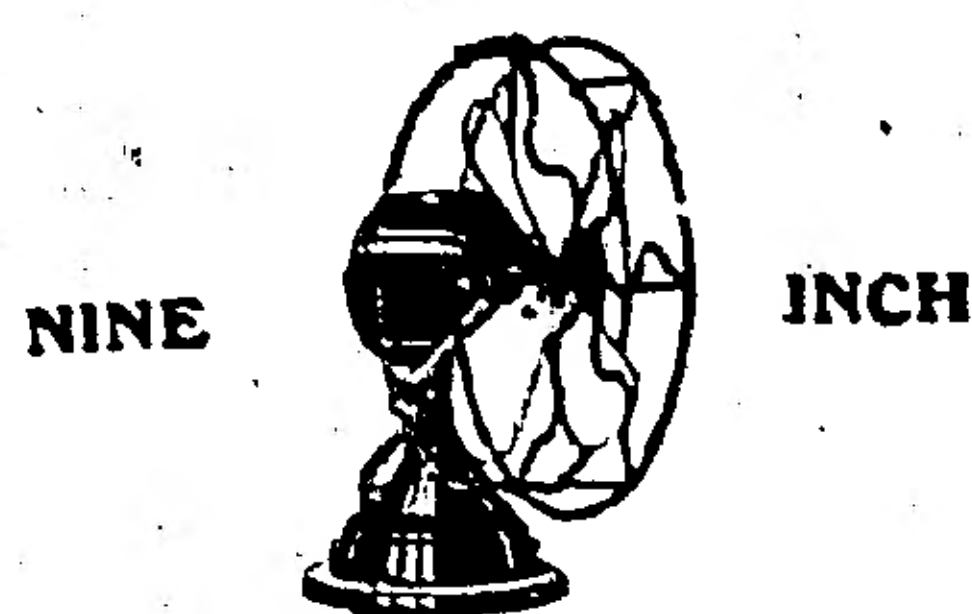
The P. & O. s.s. ELLERMAN CASTLE left Singapore for this port on the 24th instant at 4 p.m., and is due here on the 5th June, at about 6 a.m.

The P. & O. s.s. KARMALA left Singapore for this port on the 29th instant at 8 a.m., and is due here on the 3rd June at about 6 a.m.

The Robert Dollar Co. U.S.S.R. s.s. WEST HEBURN, (San Francisco Run) left Shanghai on June 1st, and is due in Hongkong June 5th.

The P. & O. s.s. DELTA left Shanghai for this port

YOUR PERSONAL



FAN

with Breeze to suit YOU and no-one else.
Enough To COOL and not disturb your papers. Just right for reading or sleeping,—without injurious effects.



Andersen, Meyer & Co. Ltd.
2, Queen's Road Central.

KING'S BIRTHDAY FLYING AT REPULSE BAY

On THURSDAY, 3rd June
Commencing at 2.30 p.m.



The Marine Aircraft Transport Company will give a demonstration, weather permitting, of plane and safe airplane flying with

FIVE MACHINES

at Repulse Bay on Thursday, 3rd June, and on Friday, Saturday and Sunday following, commencing each day at 2.30 p.m.

Passengers will be carried for short flights. Silver medals and certificates of "My First Flight" will at a later date be given to all who participate. Booking is at Hongkong Hotel Main Office and at Repulse Bay Hotel, where particulars can be obtained on application.

C. E. W. RICE,
Managing Director.

Hongkong, 29th May, 1920.

JUDGE AND USE OF "THE CAT."—such as he had been guilty of were frequent until a Judge went down here and ordered "the cat" after which there was a falling-off in that particular class of crime. Fisher was said to be a member of an East End gang which held up a sailor and robbed him of £39.

CONSIGNEES

NOTICE TO CONSIGNEES

THE ADMIRAL LINE

THE Steamship

"EDMORE"

having arrived from Seattle via ports, on 26th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 31st inst. by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after June 1st 1920 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO.

United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE

5th Floor Hotel Mansions
Hongkong, 26th May, 1920.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO. LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co's Steamer
"HELENUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 30th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 19th June, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.
Hongkong, 30th May, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES

PACIFIC MAIL S.S. CO. LTD.

The Steamship

"EASTERN MERCHANT"

From SAN FRANCISCO via
HONOLULU, YOKOHAMA &
KOBE.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on June 5th at 10 a.m. and June 7th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after June 7th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators, J. S. Shipping
Board.

Hongkong, 2nd June, 1920.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES

From ASHURP, MIDDLESBRO,
LONDON and STRAITS.

The Steamship

"BENVORLICH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 14th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m.

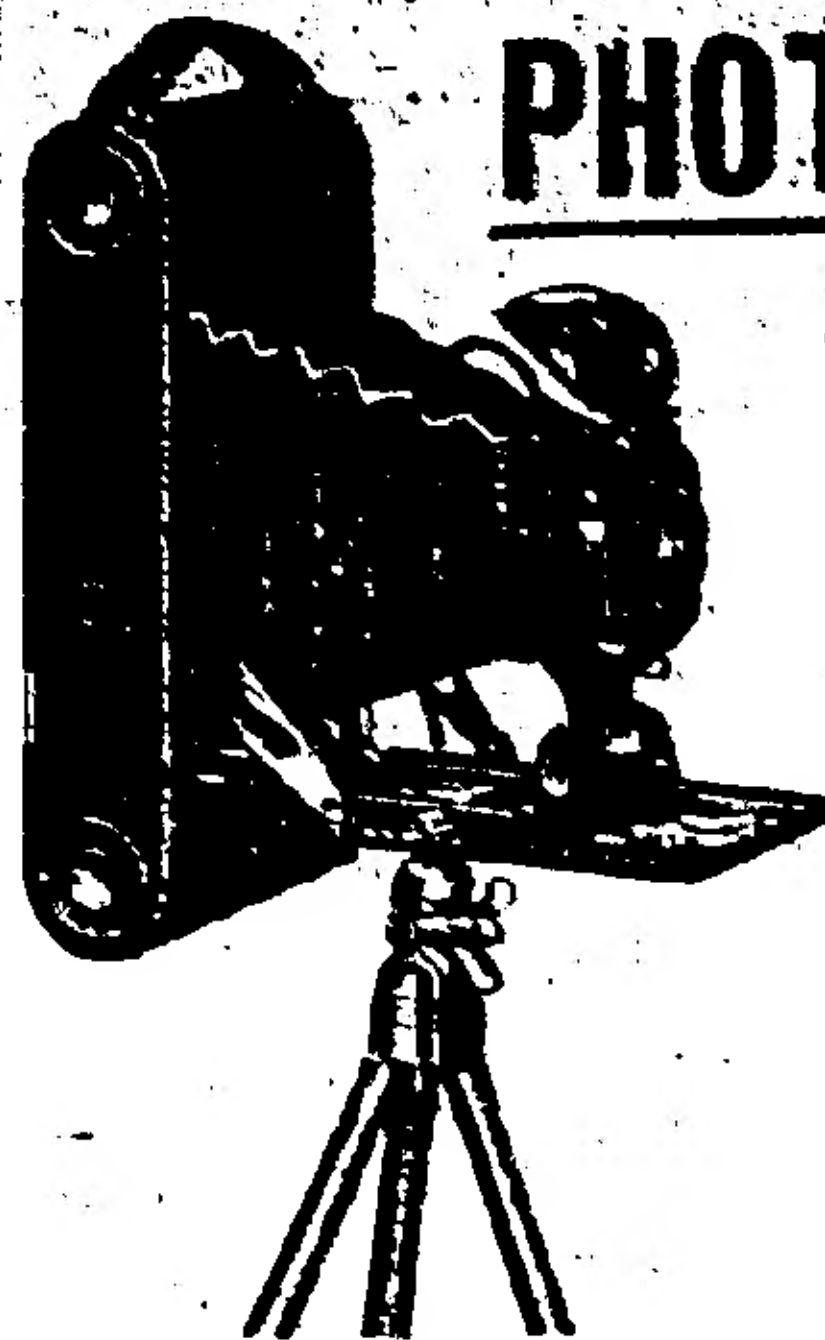
No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 1st June, 1920.



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"HONGKONG EMPORIUM"

CONSIGNEES

NOTICE TO CONSIGNEES

NIFFON YUSEN KAISHA

From EUROPE AND STRAITS.

THE Company's Steamship

"AWA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon, Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 8th June, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIFFON YUSEN KAISHA

Agents.

Hongkong, 1st June, 1920.

GENERAL NEWS.

EIGHT INCHES OF LAND.

Despite the fact that there is a maximum of law "The law does not concern itself about trifles," there is now on record (writes "Lex"), a valuable precedent as to the smallest piece of land that can be conveyed. In a case heard before a Victorian Court the land to be conveyed covered less than eight inches each way in length and breadth. The action was brought by the vendor against the Registrar of Titles and another, and it was contended that eight inches was too small a piece of land to be conveyed and registered. In support of this contention, an English decision was cited, where the court granted a conveyance in respect of a piece of land five and a half square yards in area, and it was argued that the utmost length to which a court should go in recognising conveyances of small pieces of land. The court ordered the conveyance to be registered.

ANGLO-JAPANESE ALLIANCE.

JAPANESE PRESS VIEWS.

According to translations made by the *Japan Advertiser* the Japanese papers express their views on the Anglo-Japanese Alliance as follows.

The *Asahi* (Osaka) says:—

It is noteworthy that the question of the renewal of the Anglo-Japanese Alliance is being discussed more earnestly in America than in either Great Britain or Japan, both of which are, of course, more closely interested in the matter. Perhaps the anxiety of America is due to a desire to extend the stipulation in the Anglo-Japanese Alliance which says that in case either high contracting party has concluded a treaty of alliance with a third country, that party is under no obligation to assist the other in case this is at war with that third country. In other words, America's desire is to make more definite provision so that Great Britain can be prevented from helping Japan in case of war between this country and America. Boiled down, the present attitude of America toward the Anglo-Japanese Alliance is nothing more nor less than another manifestation of Japanophobia from which she is a chronic sufferer. As some parts of America are suffering from that malady, it may be natural that so much interest should be evinced regarding the Anglo-Japanese Alliance, but this brings America into a peculiar position in respect of the League of Nations of which she has been the staunchest protagonist. There should be no such anxiety on the part of the Americans, if the League of Nations is to exercise its authority. We can only regard their attitude as another fit of Japanophobia.

RENEWAL UNNECESSARY.

The *Yokohama* says:—

With regard to the question of the renewal of the Anglo-Japanese Alliance, British and American observers urge the strengthening of the limitation of Japan's special interests in China. We do not say that the continuance of the Anglo-Japanese Alliance is unnecessary to Japan, but it should be remembered that so far she has only borne duties in connection with it. It is doubtful whether she should renew the Alliance under serious restrictions.

WHAT THINKING MEN WANT.

The view taken by the *Maifu* on the subject is:—

The world war has caused a fundamental change in the relations of the Powers and has also made it necessary greatly to modify the existing treaties and agreements, but the fact is getting daily clearer that President Wil-

PRINCE TO HUNT.

KANGAROOS AND EMUS.

A ten days' trip overland, from Adelaide to Brisbane, will be a feature of the tour of the Prince of Wales in Australia.

His Royal Highness and party are due to leave Adelaide on July 15, and will travel via Echunga to Wanganella Station (between Danilquin and Jerilderie.) At Wanganella he will be the guest of Mr. Leigh Falkner for two days. Station life in midwinter is very enjoyable, and the Prince should spend a pleasant holiday. Marsupials are plentiful in the district, and a day will be set apart for a kangaroo hunt. His Royal Highness will also be shown the methods adopted in yarding and "breaking" the station brumbies, which are decreasing in number each year.

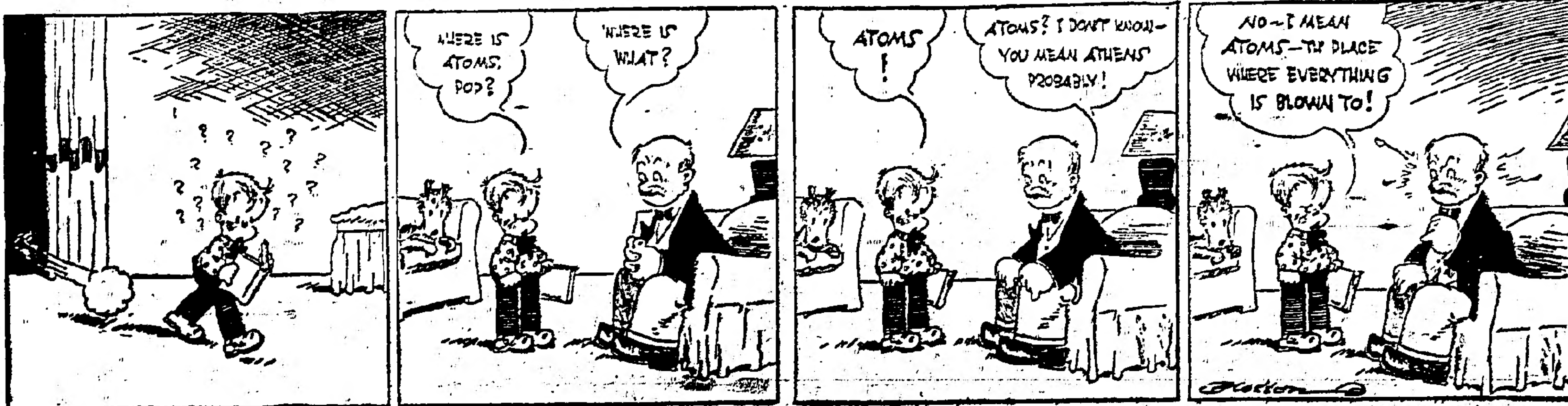
Resuming his journey from Jerilderie on July 19, the Prince will reach Wallendean at 9 o'clock on the following morning. He will visit Wallendean Station, the home of Brigadier-General J. A. K. Mackay, C. B., M. L. C. At Nyngan, where he will arrive on July 21, he will be the guest of Mr. J. M. Niall, in whose company he will visit the station of Goldsbrough, Mori, and Company, Limited. His Royal Highness will remain in the Nyngan district for three days, during which period he will be given a thorough insight into the life of "outback" Australians. Stock mustering, shearing and the various other duties which such a life entails will be seen by him, and kangaroo and emu hunts will be organised by Mr. Niall.

son's ideal underlying the League of Nations is too quixotic to be realized at once. As a matter of fact, an alliance has been arranged between Great Britain, America, and France, and the idea that the League Covenant makes all international agreements unnecessary is no longer tenable. The only question regarding the renewal of the Anglo-Japanese Alliance is as to how it should be modified. There is no question about the necessity of modification, for the collapse of Germany and Russia and the increased intimacy of Anglo-American relations as a result of the war have combined to necessitate important changes in the scope of the Anglo-Japanese Alliance. It is, however, necessary that the greatest Powers of the Occident and the Orient should make greater co-operative efforts. Though Germany and Russia have collapsed, Bolshevik influence is making itself felt throughout the country, and it is as necessary as ever for Great Britain and Japan to co-operate for the maintenance of peace in the Orient. All thinking men in both countries must be solicitous for the renewal of the Alliance.

FRECKLES AND HIS FRIENDS

It's Not in the Geography!

BY BLOSSER



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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$35 per annum. (Payable in Advance.)

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 2, 1920.

FACT AND FANCY.

In glancing over a New York paper, our attention was directed by a heading which ran: "China is to Have One Government." At first we wondered what new development this might presage—whether something had occurred which had at length settled the disturbed condition of the country and brought the rival factions to a complete understanding. We were soon disillusioned, however, for the news which carried this heading was merely a declaration by Dr. Wu Ting-fang to the effect that the Canton and the Peking Governments would merge, organise a united Parliament probably in Shanghai and draft a Constitution and a peace programme, the latter definitely terminating the Canton Government. It all looks so delightfully simple, and we are wondering whether the story has been swallowed by the American people. If so, we fear they will eventually find that they hold the wrong end of the stick so far as the Chinese situation is concerned. So far as we have been able to interpret the developments, Dr. Wu, Sun Yat-sen and Tang Shao-yi, who are the principal characters in the present little plot, have neither the intention nor the power to bring about a unification of government in China. They have, one by one, been "frozen out" of Canton, and their aim, so far as we understand it, is to reconstruct the so-called Southern Military Government and to attempt to re-establish it elsewhere.

In point of fact, of course, as we have on many previous occasions pointed out, this Southern Government has been an illegal creation from the very beginning. That remark applies to the organisation which is at present carrying on administrative work in Canton, and it will also apply to any new Government which Dr. Wu and his followers may manage to bring into being. There is only one legally-recognised Government in China at the moment, and that is the Government which operates in Peking. Dr. Wu and his satellites may not like that Government, and it may be inefficient and unable to exercise full authority throughout the country. But it is the Government of China, all the same. And when these Southern "constitutionalists" seek to create some new-fangled administrative body, whether in Shanghai, Yunnan or Canton, they are only increasing the confusion which exists. Dr. Wu is credited with saying that he wants internal peace first, and then foreign supervision of expenditure. But he is not going the right way to secure internal harmony by endeavouring to reassemble the Southern malcontents and start a new Government in opposition to the Canton mock administration. If he really is sincere in wishing foreign supervision of expenditure—the only guarantee that such expenditure will be honestly managed—he would aim at a complete rapprochement with the North and then get his followers to come into line and work for China, instead of for one section of it.

We wish we could believe that "China is to have one Government." The signs at the moment do not point in that direction. Why, of three Chinese telegrams which we published yesterday two had to do with the internal intriguing that is going on. One spoke of Tuan Chi-jui "taking an Army to the South," (what for, heaven alone knows) and the other showed that conflicts between Northern and Southern troops continue. Does this look like a peaceful, united China? The plain fact is that China at the moment is in a hopeless muddle, politically and financially as well. And we can see no promise of anyone strong enough coming forward to straighten things out. There was never a time when China more needed honest administration and a sense of her responsibilities than the present. But her so-called statesmen appear to be absolutely benumbed and confused. Where it will all end we should not care to predict.

NOTES & COMMENTS.

A SUPPRESSED CONTEMPORARY.

We wish to extend to our contemporary *The Canton Times* our sympathy with it in its enforced non-publication. It was not only a well produced and essentially readable little paper (the only one printed in English in Canton) but it was frankly outspoken regarding the mismanagement of public affairs by the so-called Military Government. For that very reason the Military Governor has ordered its suspension and the interested foreign-educated Chinese who were responsible for the publication have been forced into inactivity. Surely this is yet another reason, if one were needed, why China should hasten to throw off the military yoke. In addition to constituting a financial burden that has brought the country to a state of ruin and bankruptcy, the military are in such a powerful position that they virtually govern the country, and, as matters amply testify to-day, it is a governance that has had disastrous effects. Of more particular interest to us is the suppression of free speech which this latest act of the military accomplishes, and that is a matter to which the young reformers of China ought to give especial attention if and when they come into power. It has been rightly said that an index of a country's progress is the measure of liberty allowed, and there is very little constitutional liberty enjoyed by China's millions just now, when unconstitutional forces hold practically all the reins of power. There can be no question that China's greatest need just now is a homogeneous government having constitutional power and having also the singleness of purpose to fearlessly legislate and administer on progressive lines. But to hope for that seems very much forlorn.

THE VALUE OF AN EYE.

The other day we had occasion to remind Mr. Hutchison, who dispenses justice at our Magistrate's, that his appraising of the value of a boy's eye at \$1 was a little absurd, and, although we have no particular wish to say again what we then said, we are persuaded to refer to the matter again, because of an interesting item we have come across in a Home paper. The news we find is to this effect. A boy named William Chantler lost his right eye in an accident at his work and an action for damages was brought in the County Court at Shoreditch. His employers were willing to pay £100 and the boy's parents were willing to accept that sum. But to the rescue of the boy came the Judge of the Court—Judge Clier. He asked: "And have either of the defendants ever lost eyes, or are they willing to take £100 for an eye? Why, an insurance company puts the value of an eye at £500! The settlement is refused. We take off our hats to Judge Clier, because of his humane reasoning, but Magistrate Hutchison thinks that a man's eye is only worth \$1. We quite realise that the defendants were employers in the Home case and the defendant here was only a fellow worker, but the moral effect of Mr. Hutchison's decision remains the same. If our magistrates indulged sometimes in making a personal application to themselves of the facts of which they have to judge they would gain a great deal in ideas of justice. Mr. Hutchison's eye is worth more than \$1 and so was the eye that the Chinese workman lost. Exactly how much it was worth should have been decided by the defendants' ability to pay—an ability not limited to one Mex.

THE DEMOCRATIC PLATFORM.

The Democrats of the United States have now come out of their shell as regards the forthcoming Presidential election, for we are told by Reuters that Senator Glass has drafted a platform favouring the prompt ratification of the Treaty of Versailles without reservations impairing its essential integrity. And President Wilson has sent a letter to the Senator endorsing the platform. Matters have now come to something like a clean cut issue—it would but for the Irish question which is, unfortunately, being mixed up with the campaign. The voting will practically be a matter of either for the Treaty or against it, and the result will be intensely interesting as well as internationally important. We have often said that it is not our belief that the bulk of the American people are anti-Treaty and that the opposition in Senate and Congress has been mainly

DAY BY DAY.

TO SIT DOWN WILLINGLY TO IMPERFECTION IS TO LIVE.

To-morrow being a public holiday *The Hongkong Telegraph* will be published at mid-day.

Two Chinese women were before the Magistrate this morning on the charge of harbouring an unmarried girl, 13 years of age. The case was remanded.

A Chinese was to-day charged before Mr. R. O. Hutchison with the theft of 3,000 guilders from a Chinese passenger on board a Dutch boat. Case remanded.

There will be a reception at noon to-morrow at Government House to the foreign Consuls. They will be introduced to His Excellency by Mr. Hamel, Consul-General for Holland.

A number of Police Officers are proceeding home on leave by the P. and O. Delta on Saturday. They are Inspectors Watt and Cashman, Sergeant Swan and Sub-Inspector Macdonald.

From the cash tray in a hawker's stall in Jubilee Street yesterday, a Chinese thief grabbed a fistful of cents and attempted to escape with his haul. The alarm having been raised, he was pursued by a lunko into Gilman Bazaar and eventually arrested. A sentence of six weeks' hard labour was to-day passed by the Magistrate.

Just after midnight yesterday, considerable disturbance was caused in an altercation between a party of European joy-riders and the chauffeur of their car in Wyndham Street. It appears that the question of signing cheques in lieu of payment was favoured by the passengers who were seen to strike the chauffeur. What happened after that was not known as the party, still hotly engaged in the dispute, moved away from the spot.

The Draughts Championship for Jubilee Street was played yesterday on the pavement between two Chinese. It attracted a large crowd of spectators, for which reason the Police to-day charged one of the players with causing a public obstruction. It was stated that the prisoner, being an old man, could not slip away from the minions of Sgt. McKelvie when they suddenly made their debut on the scene. A fine of \$2 was inflicted by the Magistrate.

On returning to Vancouver from a recent tour in the Orient, Capt. Robert Dollar, asked his views on Manila's scheme to lure the world's trade to her port, said: "It is impossible for Manila to compete with Hongkong. The red tape attached to the docking and clearing of ships, by both the United States and Filipino authorities, creates much more delay and inconvenience than at Hongkong. Besides coal and other ships' requisites and expenses are proportionately higher. To establish a free port at Manila would necessitate the creation of a new harbour at a very large expense."

The three Portuguese youths, Brecio Silva, Francisco Mendes and William Seina, who were arrested in connection with the theft of a quantity of money and jewellery from Mr. Daniel Joseph Santos, were to-day charged before Mr. R. O. Hutchison with feloniously and burglariously breaking into No. 5, Blue Buildings and affecting a haul which has been estimated to comprise \$191 in money and \$56 in jewellery. The prisoners were remanded on the application of the Police who are stated to have further charges in respect of the larceny of bicycles in Canton to prefer against them.

political. We shall soon have opportunity of seeing whether that belief is justified or not. It is confidently expected by the majority of Hongkong Americans that the Republican nominee for the presidency will have very much of a walk-over. We are inclined to think that he will succeed, but the extent of the Democratic voting will reflect the extent to which the Treaty of Versailles and the League of Nations Covenant are approved and we confidently believe that large figures will be forthcoming. We are content to "wait and see."

AVIATION NOTES.

[BY "METEORITE"]

If the Clerk of the Weather can steer away from this Island the typhoon reported yesterday, we are promised novel joy-rides through the air to-morrow and the two following days in the machines which Mr. Riconi is to bring over to-day from their base in Macao. It is to be just a plain after-noon series of joy-rides where the passengers are not made to lose their heads in the dizzy sensations of looping the loop, side-slipping nose-diving or any other of those favourite diversions indulged in by hardened aviators. Still with this assurance I hear that the bookings (\$25 for a ride of ten minutes' duration) for the proposed flights have not been so extensive as they ought to have been, largely because, I suppose, of the disinclination of the public to risk breaking their necks in a fancied accident, and secondly because of the mixed feelings with which they read this paragraph in the notice advertising the event—"Personal Accident Insurance can be effected at the time of booking covering all risks whilst flying. Rates including benefits from \$5.—Covering \$2,500.—To \$50.—Covering \$25,000."

Which brings me to the point on which these week's Notes principally deal—Is flying dangerous? While insurance is but a side-line in the usual business of an Aviation concern, who are interested as much in the additional profits it will bring as the assurance which the public want, this concluding part in the notice of to-morrow's flight is not unnaturally construed to indicate that there is some apprehension in regard to the safety of the passengers. It must, however, be understood that, barring any of the accidents that cannot be foreseen or provided for, they have nothing to fear, either from the quality of the seaplanes or the experience of the pilots. These planes have been carefully constructed and their stability vindicated in several test flights in Macao.

Of course, with the dangers magnified by fancy to an absurd extent, there naturally follows the inclination to make of these flights a sort of perilous adventure in which those who take part cannot be less than heroes. Such was the experience of several of those who have recently made flights by aeroplane in Peking when their friends regard them almost in the light of daring adventurers; and were their reputations not above reproach, doubtless they would be regarded as the sort of people who on occasion might become Robin Hoods or Dick Turpins or something of that sort. This of course arises from the popular belief that flying is dangerous. It is nothing of the sort, and Captain R. T. Fagan, D.F.C., writing in a recent number of *Aeronautics* deals with the popular delusion very pointedly. If the question of danger be investigated and discussed, he says, it will be seen that the element of risk in flying, as compared with say motoring, is very much the same.

After nine months of civil aviation it is possible to make comparisons, and it will be found that only one passenger has been killed. This fact alone should convince the public as to the practical non-existence of the so-called dangers of aviation. During the War, many accidents occurred at training depots, and the public, without taking the trouble to reason the matter out, immediately condemned the aeroplane and looked upon aviation as a sport for reckless young people who attached no importance to their lives. Learning to fly is undoubtedly attended by an element of risk, because at present it is impossible for the instructor always to be at hand when the pupil does his first solo flight. A large percentage of the mishaps that attend the novice are due to lack of confidence and of general air-experience, and in very few cases is it the fault of the engine or of the machine.

This, however, is a very different matter from the question of the dangerousness of flying in regular services established by responsible firms who employ only experienced pilots. The public need have no hesitation in entrusting their lives to a pilot who has had say two years' experience, for by that time the pilot is as much at home

WHEN HONGKONG MEN RETIRE.

ATTRACTED BY AMERICA AND CANADA.

In concluding an article on Hongkong trade at the close of 1919 Mr. George E. Anderson, U.S. Consul-General at Hongkong, says:—

Men of British nationality who are closing up their affairs with a view of retiring are in an immensely large proportion of cases preparing to go to the United States and Canada. They base their plans upon the fact that the United States at the present time is a more pleasant place to live in than any country in Europe; that taxes promise to be less than in any country in Europe; that returns from investments in the long run promise to be safer and better; and that life in the United States, on the whole, offers more attractions to men of their class than life in Europe.

in the air as he is in a motor. The only dangers that might be met with in civil aviation are the employment of inexperienced pilots and the possibility of immature aviation firms being over zealous and permitting flying to be carried on in too adverse weather, especially fog. Fortunately the first-mentioned danger is at present non-existent, for there is a surplus of the supply over the demand for experienced pilots, and aviation companies are able to pick and choose their men; and a reputable aviation firm would less readily send out a machine with an unskilled pilot than a reputable garage would send out its finest car in charge of a novice who did not know a steering wheel from a spark plug.

The question of weather is different. Captain Fagan recommends valour as the better part of discretion in this matter, but he points out that it is certain that before long the development of the aeroplane will make it as practically independent of bad weather as the monster trans-oceanic liners. He concludes by saying that "Given good weather, a good pilot and a reliable engine, there is no more risk in flying 200 miles than there is in travelling the same distance by motor or train, and on the other hand, there is everything to be gained by the air route, for the great enemy, Time, is conquered." As bearing on this question of weather, it may be noted that on the 31st. December last, mail was carried by aeroplane between London and Paris at the time that a gale of 70 miles an hour was blowing.

The British Air Ministry announces that in order to assist airmen to determine their position, names have been painted in large white letters on a black background on the roofs of the Hitchin, Redhill, Tonbridge, Ashford, and some other railway stations, and the name Edenbridge has also been marked in white chalk letters on a plot of land adjacent to Edenbridge station. This method has been followed in China. Those who made the trip from Peking to Tientsin in a Handley-Page recently noted how convenient it was that Peiyang University had its name so clearly marked out in flower-beds in its grounds. Soon Lang-fang, Fengto, Yangtsun, Lufah and the rest of them will have to be marked. The physical features of Hongkong and the mainland are so well defined as to hardly make this precaution necessary.

The twin engine Handley Page aeroplane supplied to China recently made its official test flight with representatives of the Chinese Government on board. The machine left Nanyuan aerodrome at 2.15 p.m. with 14 passengers and 1,200 lbs. sand which acted as test load. The machine so loaded had a total weight of 6,200 lbs. After climbing to 6,200 feet three circuits of Peking and the surrounding country were made, the machine diving three times in salute over the President's Palace. The engines and the machine behaved splendidly throughout the flight in spite of the intense cold which prevailed at 6,000 ft. Mr. K. Y. Wei and General Tsing, who represented the Chinese Government on the test, occupied the front seats in the machine, and after landing were enthusiastic over its steadiness and the feeling of security it inspired.

TO-DAY'S MISCELLANY.

A postage stamp is a little thing, but taken in bulk it is quite costly. From the Post Office Estimates for the current year it is seen that the water-marked paper alone will cost £30,300, while printing and gumming will cost £53,800. The cost of paper money is going up. The cost of manufacture of the currency notes is to be £350,000, an increase of £50,000. The Inland Revenue Department is responsible for this. There is a rather disturbing item in the Postal Estimates, namely, £60,000 for "losses by default, accident, etc." This is an increase of £20,000, but there is no indication as to how the increase is allocated as between "Default" and "Accident." Either is disagreeable.

Welsh Churchmen may not welcome the approach of disestablishment, though it brings them an archbishop, but none of them will show anger in so grotesque a way as the third Earl of Charlemont when the Irish Church was disestablished. On re-building Roxborough Castle, Lord Charlemont, who at that time was a staunch Liberal, had masks of Gladstone and John Bright carved on the facade. Then came the Irish Church Act, and Charlemont changed his allegiance. As he could not punish Gladstone in the flesh he ordered his mask to be tarred in imitation of the spiteful medieval custom. Each year while he lived a fresh coat of tar was added, and when he died—23 years after disestablishment had been carried—a sum of money was left in his will to ensure that the process should be continued. Roxborough Castle now lies untenanted, but the tarred mask of Gladstone still stands out prominently on its white front.

"Swank" is not a word to use in this court. A London magistrate told a solicitor yet in course of time even the fastidious may come to use it without wincing. Less than a century ago many purists objected to the word "constituency." Macaulay relates that in speaking to Lady Holland he expressed a wish that "it had been possible to form a few commercial constituencies, if the word 'constituency' were admissible." "I am glad you put that in," said her Ladyship. "It was just going to give it you. It is an odious word. Then there is 'talented' and 'influential' and 'gentlemanly.' I never could break Sheridan of 'gentlemanly,' though he allowed it to be wrong." Lady Holland's objection to "gentlemanly" instead of "gentlemanlike" was shared by many of her contemporaries. Coming to more recent times, we find Canon Ainger protesting strongly against the use of the words "cultured" and "talented" on the ground that "both are sham participles derived, not from verbs, but from substantives."

In selecting the camel as their emblem, American anti-prohibitionists display a sense of fitness. According to some authorities, though the camel generally fills his tanks with water, when he has the chance he substitutes date-juice, which, fermenting in due course, gives him a portable store of alcohol to draw on as opportunity allows. Even with "soft" drinks the camel's powers of absorption are phenomenal. Watering a camel-train on the march is a prolonged business, seeing that some camels require as much as twenty gallons to satisfy their thirst. On aesthetic grounds, however, objections might be raised to selecting for an emblem an animal whose face has been described as "a sculptured sneer." The camel itself is said to be so little in love with its appearance that it never drinks from a pool without first fouling the water so as to spare the sight of its own reflection. Nor does its character bear inspection. "The camel," says an Oriental proverb, "curses its parents when it has to go uphill, and its Maker when it goes down." Camels are born sad (even young camels are never known to play), and their life is one long protest against being made to work.

A plane which should be very well adapted to commercial use, is the Vickers-Vimy 15-passenger, which is luxuriously fitted up. Among its chief claims to quality is a compactness of design, which brings every little space into use, thus increasing its load capacity.

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SHANTUNG QUESTION.

TEXT OF THE CHINESE NOTE.

The following is a translation of the Chinese Reply to the Japanese Notes concerning the Shantung question.

In connection with the settlement of the question for the retrocession of Tsingtau and re-organisation of affairs in the province of Shantung, as per your despatch of April 25th, Your Excellency in delivering the Note thereon in January of the present year, stated that as the result of the enforcement of the peace treaty, your Excellency's Government contemplated the retrocession of Tsingtau and would make arrangements for the withdrawal of troops along the Kaachow-Tsinan line. The Government of this country has duly taken note of this, but inasmuch as China did not approve of the decision of the Paris conference concerning the question of Kaachow Bay, this country could not see its way to sign the peace treaty with Germany, and therefore could not open direct negotiations with your country in reference to the question of Tsingtau in accordance with the German Treaty. Furthermore, the strong attitude of the entire population of China against direct negotiations is undoubtedly within the cognisance of Your Excellency. With the aforesaid reasons, and with a view to preserving the friendly relations of the two countries, the Government of this country cannot give a definite reply. With reference to the revision of a verbal statement, the Chinese Government further understands that the Government of your country is willing to withdraw the troops along the line from Kaachow to Tsinan. The Government of this country will arrange with the local authorities for the transfer of other railway guards to assume the duty of protecting the whole line. In reference to your despatch which

covers the foregoing, the Minister of this Ministry while stating the reasons why the Government of this country cannot open direct negotiations with your country, has called attention to the fact that, the state of war with Germany no longer existing, there is no necessity for the continued retention of Japanese troops within and without the Bay of Kaachow and the protection of the line from Kaachow to Tsinan should immediately be restored to pre-war conditions. This is earnestly expected by the Government and people of this country. All necessary arrangements will be made for the protection of the line upon the retirement of your troops. The retrocession of Tsingtau and the withdrawal of troops are two separate questions. We have no doubt that the Government of your country will cause no further delay whereby bringing about misunderstandings among the Chinese people and in the outside world. Furthermore, the war with Germany having terminated, there is no necessity for the presence of Japanese troops in and out of the Kaachow Bay. If the Government of your country will see to it that all war arrangements are brought to a close thus showing your peaceful attitude, the Government of this country will instruct the local authorities to take up the matter with your Consuls accordingly.

SOME PEOPLE RUSH ABOUT

and tire themselves unnecessarily, thinking to cure their constipation by spasmodic fits of exercise. Others more sensible, take reasonable exercise daily, and use the little gentle-as-nature laxatives, Pinkettes, occasionally, thus ensuring healthy regularity. By dispelling constipation Pinkettes cure Biliousness, Sick Headaches, Liverishness, foul breath. Of druggists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

KOWLOON FERRIES.

BIGGER BOATS PROMISED.

The twenty-second ordinary general meeting of shareholders in the Star Ferry Company, Ltd., was held this morning. The Hon. Mr. John Johnstone presided, and there were also present: Messrs. A. O. Lang (Director) W. S. Brown (Secretary), Frank Smith, M. S. Northcote, E. Sadick, J. M. Wong and J. Hooper.

The Chairman said: Gentlemen—I propose with your approval to follow the customary procedure and take the report and accounts as read. The main feature of the working is an increase in the gross earnings from traffic, of \$8,255.91, and an increase in the net profit of \$11,398.88, over last year's figures. Cheaper coal was to a large extent responsible for this increase in net profit, as I regret to say that, despite a very careful check on outgoings, all other expenses have considerably increased. The causes for enhanced cost of running expenses, other than coal, are too familiar to need recapitulation and unfortunately there is no discernible prospect of an early reduction. As indicated in my remarks to shareholders last year, we were able to reduce fares as from the 1st June, 1919, and we were able to again reduce these as on the 1st April this year to \$6.00 for single monthly tickets and \$9 for monthly tickets for families of three. Since the beginning of the year, the time-table has been accelerated during the busy hours and several improvements providing for increased accommodation on the ferries, for first-class passengers, have been made, but, looking to the future needs of Kowloon, your Directors feel that the time has arrived where make-shift provision for our passengers' comfort on the present boats is no longer possible, and larger and more up-to-date ferries will have to be provided. With this end in view, plans are now being prepared for ferries which will be capable of transporting not only a very much larger number of passengers at one time, but will also provide accommodation for vehicular traffic on the same trip. The first cost of these new boats will, of course, be heavy, and further, to berth them satisfactorily, a very considerable sum of money will have to be expended on the present wharves, which, at the wharves best, will require much alteration, and in all probability will have to be scrapped entirely. Preliminary plans have already been prepared, but when I mention that the estimated cost of one ferry alone is in the neighbourhood of two lakhs you will readily realise that we must give this question very careful consideration before definitely embarking on our programme. Traffic receipts, however, continue to increase—a sure indication of the growing popularity of Kowloon as a residential quarter—and although the provision of newer and more up-to-date means of communication across the harbour cannot be expected to immediately increase the number of residents in Kowloon itself, I have sufficient faith in the attractions of Kowloon and the New Territories to support a scheme which, although it may be a few years before its time, will, I am sure, be eventually required. Finally, I am pleased to say that the Government, to whom we have outlined our programme, give us an assurance that, provided certain recommendations regarding the cost of fares and disposal of possible profits are carried out, every facility will be given us in arranging for these improvements.

Mr. A. O. Lang seconded the adoption of the report and accounts, and the motion was carried.

On the proposition of Mr. M. S. Northcote, seconded by Mr. Sadick, the appointment of Mr. A. O. Lang as a Director was confirmed.

Mr. Smyth moved and Mr. Northcote seconded the resolution of the Hon. Mr. John Johnstone as Director.—Carried.

Mr. F. Maitland was re-appointed auditor at a remuneration of \$300 on the motion of Mr. Sadick, seconded by Mr. J. M. Wong.

The Chairman said dividend warrants could be obtained on application.

NOTICES.

DAIRY FARM NEWS.

Received new shipments

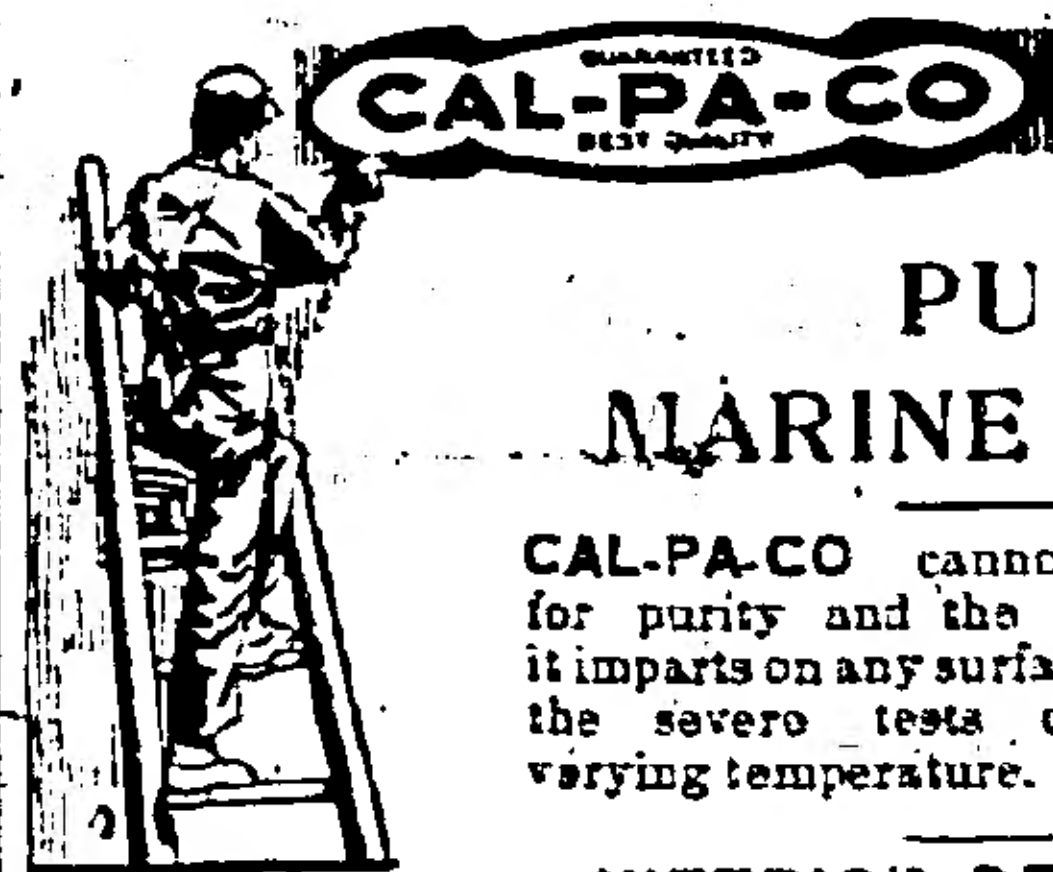
LAMB, MUTTON, BEEF,
RABBITS, HARES,
&c &c
From Australia.

KIPPERS, FINNAN HADDICK,
FILLET HADDOCKS,

direct from the Scottish Fisheries.

HAM 60 cents per lb
BACON IN RASHERS " " "

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.



PURE MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

Sole Agents—

GERIN, DREVARD & CO.
HOTEL MARRONY.



MILKMAID STERILIZED NATURAL MILK

(COLOURED LABEL)

IT POURS

OUT OF THE TIN.

Packed by Nestle's in Tin Sizes.

1/2 PINT. 1/4 PINT.

OBTAINABLE EVERYWHERE.

FLYING!! FLYING!!

At Repulse Bay
ON

Thursday, Friday, Saturday
and Sunday.

MOTOR BUSES

will leave

The Hongkong Hotel for Repulse Bay
as soon after 2 p.m. as they are
booked full.

Returning from Repulse Bay
at 5.15 p.m.

\$2. Return Fare \$2.

Tickets may be obtained at the Dragon Motor Car Co.

NOTICES.

J. T. SHAW B. V. D.

SUMMER UNDERWEAR

UNION SUITS

MADE FROM FINE WHITE CHECK
NAINSOCK, FULL AND FREE
EVERYWHERE, SO AS TO ENSURE
PERFECT COMFORT TO THE
WEARER. ALL SIZES.

VESTS WITH SHORT SLEEVES,
DRAWERS KNEE LENGTH,
MATERIAL AS ABOVE, BUT
STOCKED IN SEPARATE GAR-
MENTS, FOR PEOPLE WHO PREFER
THEM TO THE ONE PIECE.

J. T. SHAW

TEL. 692. SPECIALIST IN MEN'S WEAR. TEL. 692.
NEXT DOOR HONGKONG HOTEL.

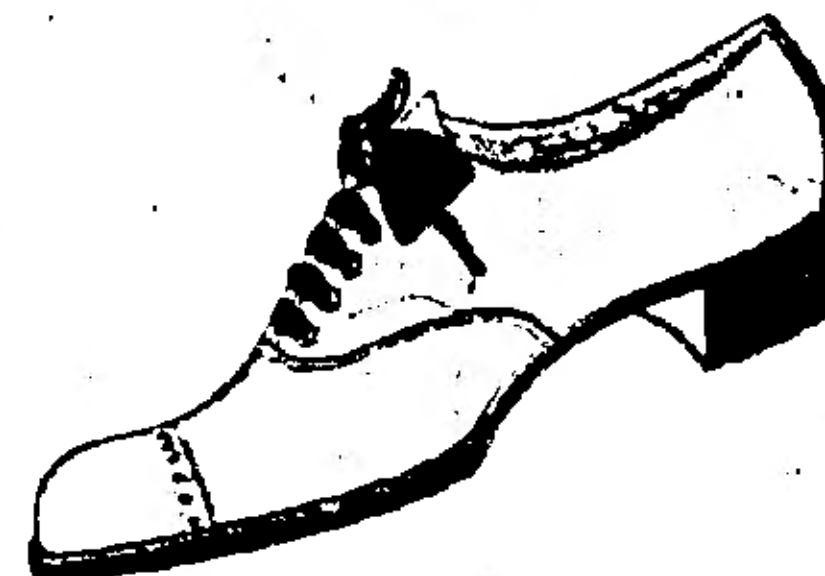


GENTLEMEN'S HIGH-CLASS OUTFITTERS.

SPECIAL LINES THIS WEEK

WHITE

SHOES



BUCKSKIN AND CANVAS

MADE WITH

LEATHER, RUBBER, NEOLIN,

OR

RINEX SOLES.

NEW COLUMBIA

RECORDS

A 2761	(First Race of Sun out)	Fox Trot	Happy Six
	(Somebody's Heart)		
A 2895	(Bo-Lu-B)	Fox Trot	Louis Jax Band
	(Vendian Moon)		Kentucky Strangers
A 2548	(Ostrich Walk)	Mac-Ton	Gail's Dairs
	(Jazz Band Ball)	Old Step	
A 2227	(Indiana One Step)	Original Dixie Jazz Band	
	(Darktown Strutters' Ball)		

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

16, DES VŒUX ROAD.

TEL 1122

OWING TO THE CONSTANT
RISE IN FIRST COSTS AND
THE FALL IN EXCHANGE WE
ARE OBLIGED TO REDUCE
OUR DISCOUNTS TO CUSTOM-
ERS TO FIVE PER CENT.

CALDECK, MACGREGOR & CO.

15, Queen's Road Central.

(Telephone No. 75.)

ROUND STEEL BARS

JUST ARRIVED

40 tons 1/4"	80 tons 1/2"
40 tons 5/16"	80 tons 5/8"
40 tons 3/8"	80 tons 3/4"
and 150 tons assorted sizes from 1" to 3"	

For prices, on application to

Telephones 1174 & 1950. **FOOK LEE & CO.**

NEW BISHOP.

EXPECTED IN OCTOBER.

The Monthly Messenger (St. Andrew's Church magazine) says—

It was with great pleasure we received the announcement of the appointment of the Rev. C. B. Duppy, Home Secretary of the Church Missionary Society, to the Bishopric of Victoria. Rev. Charles Ridley Duppy (pronounced Du-pwee) was educated at Keble College, Oxford, obtaining his B.A. in 1903 with theological honours. He became M.A. in 1909. He was ordained to the curacy of Aston, Birmingham, in 1904, and in 1909 became Vicar of Christ Church, Bradford. He joined the staff of the Church Missionary Society in 1911, and excepting a period of service in France with the Forces, has been on the staff until now.

The Hon. Secretary of the Society writes:—"Throughout these eight years and a half his work has been marked by ability, resourcefulness, abounding energy, inspiring earnestness, and, not least, by utter selflessness. His organizing powers and strength in leadership have been of the highest value during the difficult years of war."

The appointment is an excellent one in every way. The writer knows the new Bishop as a very devoted Christian and a hard worker. We are confident that he will soon win his way in the Colony. We look forward to welcoming Dr. Duppy, probably in October.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General Hongkong, from the Manila Observatory at 4 p.m. yesterday:

"Cyclone or typhoon E. of the Vitiyas Islands, moving W. or W. N. W."

Received at 1 a.m. to-day:—"Cyclone or typhoon E. of Luzon, less than 300 miles distant, inclining northward."

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

1919.	1920.
Typhoon	54.11 Below
Typhoon	54.11 Below
Typhoon	54.11 Below
Typhoon	54.11 Below
Typhoon	54.11 Below
Typhoon	54.11 Below
Typhoon	54.11 Below
Typhoon	54.11 Below
Typhoon	54.11 Below
Typhoon	54.11 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

1919.	1920.
Typhoon	122.23
Typhoon	122.23
Typhoon	122.23
Typhoon	122.23
Typhoon	122.23
Typhoon	122.23
Typhoon	122.23
Typhoon	122.23
Typhoon	122.23
Typhoon	122.23

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

1919.	1920.
Consumption	183.11
Consumption	183.11
Consumption	183.11
Consumption	183.11
Consumption	183.11
Consumption	183.11
Consumption	183.11
Consumption	183.11
Consumption	183.11
Consumption	183.11

KOWLOON WATERWORKS LEVEL.

1919.	1920.
Reservoir	12.11
Reservoir	12.11
Reservoir	12.11
Reservoir	12.11
Reservoir	12.11
Reservoir	12.11
Reservoir	12.11
Reservoir	12.11
Reservoir	12.11
Reservoir	12.11

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

1919.	1920.
Reservoir	211.38
Reservoir	211.38
Reservoir	211.38
Reservoir	211.38
Reservoir	211.38
Reservoir	211.38
Reservoir	211.38
Reservoir	211.38
Reservoir	211.38
Reservoir	211.38

Consumption of water in Kowloon in millions and decimals of gallons during the month of April.

1919.	1920.
Consumption	12.5
Consumption	12.5
Consumption	12.5
Consumption	12.5
Consumption	12.5
Consumption	12.5
Consumption	12.5
Consumption	12.5
Consumption	12.5
Consumption	12.5

The Government Analyst's reports show that the water is of excellent quality.

W. CHATHAM.

Water Authority.

IF GERMANY FALLS.

WHAT ENGLAND IS ASKED TO REMEMBER.

Captain Persius—of the German Navy Retired list—who was the naval expert of the German *Reichstag* during the war, and a strong critic of Von Tirpitz and his policy, writes:—

Viscount Bryce, speaking in the British House of Lords during the debate on the conditions in Central Europe, said:—"We, too, are partly responsible for the misery which has come to these countries. The mistakes for which Germany has been blamed are equally those which have been given a place in the Peace Treaty. They are: Revenge and the wish to harm, weaken and humiliate the enemy without seeing that one may go too far in this direction."

This utterance, showing as it does the strong sense of justice of the speaker, gives one courage to put the possibility, and the suitability, of paving the way to an understanding between the English and German peoples.

Politically there is nothing to hinder an understanding between England and Germany. Would such an understanding be to England's interest? I admit that I am a pacifist, and my greatest wish is that peace may be assured for mankind for as long a time as possible. But I realise from the point of view of modern politics that it is better not to count too much on the intelligence of nations which ought to insist for their own good on the settlement of all disputes by diplomatic means instead of by force of arms. From this point of view it appears to me that it would be to the advantage of England and Germany to aspire to the thought of an agreement between the two countries. If certain concessions were made with regard to economic questions, it would not be a difficult matter to safeguard the interests of both sides. The commerce and industry of the two nations are interdependent. Each is the customer and the provider for the other.

NO MONEY FOR AN ARMY.

A close co-operation between England and Germany may be the means of procuring peace for the world. By this it is not meant that militarism would be in any way the guiding factor in such a co-operation. For a long time to come Germany will not be in a position to think of restoring her military power. All our energy must be concentrated on healing the appalling economic wounds inflicted on us by the war. We have avoided the men for the money to waste on such unproductive objects as military preparations. We need every man and every penny we have for the reconstruction of our economic life. The upkeep of the army of 100,000 men prescribed to us by the Treaty of Versailles will be a heavy financial responsibility, because it will be an army of mercenaries; and having regard to the mentality of a very widespread class of the German population, it would be desirable to prevent, as far as possible, the creation of a large army for many years to come.

So-called "Prussian militarism" still exists in Germany. It is to be found in every Government office, on the railways, in the police; it leaves its unmistakable mark on life throughout Prussia, Germany. The Pan-Germans, the officers and Junkers are trying their best to keep Prussian militarism alive. They know that when that goes, their own power will go with it. Now nothing has made the Germans more hated in the world than their Prussian military ways. That most unpleasant form of nationalism, which gets on the nerves of all foreigners, the arrogance of bearing of those Germans who frequently pose as "smart lieutenants" has been deprived of its that which Germans enjoyed on account of their thoroughness, their scientific knowledge, etc. It is therefore in our interest that Prussian militarism should be exterminated, root and branch.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction for account of the Concerned on

Friday the 4th. June 1920. at 11 a.m. at their Sales Rooms, Duddell Street.

One Lung Chuan Celadon Vase, Early Sung Period (slightly damaged)

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

and it must be exterminated if our nation is to recover—if it is to regain its rights, privileges, and honour among the peoples of the earth.

GERMAN RECONSTRUCTION.

The Anglo-German co-operation I long for would therefore have in every respect a most peaceful tendency. The German nation wants to devote itself in peace to the reconstruction of its economic life. Will the English people support Germany in her endeavours? Will the English realise that their own prosperity depends on the productivity of Germany—that a vigorously active Germany would mean the recovery of Europe; that the German people cannot work hard unless food and raw materials are assured to them?

Very few English people have any idea of the terrible misery of the population in many parts of Germany. To-day it is scarcely possible for an ordinary workman to buy the food actually necessary for the most miserable existence. The increased wages do not suffice for clothes, boots, linen, etc., apart from anything else—that is, of course, for the great masses. Certain highly-skilled workmen, certain groups of workmen in the large towns, must be considered as exceptions. The brain workers are in worse case than the manual workers. Small and middle-class officials, clerks, etc., are in a shocking state of poverty. During the war they had constantly to reduce their requirements; they ate up their furniture and everything else they can spare. Soon there will be nothing left.

CHAOS UNLESS HELP COMES.

In short, the German people is struggling with all its strength against economic disaster, but it will be a vain struggle, and will result in chaos unless help comes quickly. How is this possible? The improvement in economic conditions, the saving of Germany from collapse will depend chiefly on the improvement in our exchange. It is an impossible situation that our mark should in Switzerland to-day be worth only 6 pfennigs, while in peace time before it was worth 1 franc 25 centimes; that for one pound sterling, for which in peace time we paid 20 marks 40 pfennigs, we must now pay 320 marks; that the dollar, which once stood at 4 marks 20 pfennigs, now costs about 60 marks. Under these circumstances, foreign countries are buying up our rubbishy goods, and we are not in a position to procure the necessary foodstuffs and raw materials from abroad.

Foreigners should, above all, not forget that this cheap production in Germany is absolutely ruinous to their own industry. All efforts to counteract this by customs and import duties will be of little use. Foreign goods find a way into the country somehow; and the reverse also takes place. This we are experiencing to our cost, especially in the West. If Englishmen believe they can get on without the Continent of Europe in their economic life, then they need not worry about the fate of Germany. But no experienced politician can doubt that, if Germany collapses, not only will Austria, Hungary, Bulgaria, Poland, etc., be dragged into the abyss, but France, Italy, and other countries with them. This fact every Englishman should bear in mind; and in this connection let him remember the warning of Viscount Bryce.

NOTICE.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on THURSDAY, the 3rd June, 1920.

Hongkong, 29th May, 1920.

NOTICE.

Mr. S. Hamer having, by mutual arrangement, severed his connection with the undersigned, ceases as from this date to sign our firm-name per procurator.

E. A. BEAUMONT & CO. Dated this 1st day of June, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 4th. June 1920. commencing at 11 a.m. at their Sales Rooms, Duddell Street

(For account of the concerned)

1 White Enamelled Pedestal Lavatory with fittings

1 Roll Printed Linoleum

Also

A Quantity of Sundries

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 4th June, 1920 commencing at 10.30 a.m. at Messrs. Yue Fat's Godown, Kennedy Town

(For account of the concerned)

1063 Bags Tonkin Rice (stored in above godown)

116 Bags Tonkin Rice (stored in No. 11 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kennedy Town)

360 Bags Tonkin Rice (stored in No. 12 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kennedy Town)

50 Bags Tonkin Rice (stored in No. 10 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., West Point)

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 4th June, 1920. commencing at 11 a.m. at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture comprising:—

Very finely carved blackwood, flower stands & stools, silk tapestry covered drawing room upholstered chairs, Nikko carved corner couch, invalid chair & table, carpets, rugs, pictures, glassware, dinner crockery, brass fender & fire brasses, very finely carved Cherrywood dressing table, Japanese water colours, brass flower pots, ornaments, marble top washstands, etc. etc.

Also

1 Cottage Piano by S. Moutrie & Co. Ltd.

1 Enamelled Bath

2 Treadle sewing machines

1 Rubber Tyre Rickshaw

On view from Wednesday, the 2nd. June 1920

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

NEW ADVERTISEMENTS

NOTICE.

INSURANCE OFFICES.

KING'S BIRTHDAY HOLIDAY.

Notice is hereby given that all Fire & Marine Insurance Offices will be closed for the transaction of public business on Thursday, 3rd June, 1920.

By Order,

LOWE, BINGHAM & MATTHEWS, Secretaries.

Fire Insurance Association of Hongkong

Marine Insurance Association of Hongkong and Canton.

Hongkong, 2nd June, 1920.

NOTICE.

MARINE ENGINEERS' GUILD OF CHINA

29, Queen's Road Central.

The regular monthly meeting will be held at the Guild Office as above on Friday, 4th June, 1920, at 5.45 p.m. sharp

W. J. STOKES, Branch Secretary.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

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EARLIER TELEGRAMS.

THE HYTHE CONFERENCE.

Paris, May 29.
M. Millerand spoke in the Chamber yesterday on the Hythe Conference. He had been urged by previous speakers, Socialists and Conservatives, to guard jealously the French right to reparations in full and only to grant concessions in exchange for very material guarantees. This M. Millerand promised to do while he at the same time asked for a government vote of confidence which would enable them to negotiate at Spa and beforehand with free hands. No fixed sum was agreed to, at Hythe, said M. Millerand. Indeed the very nature of the negotiations between Mr. Lloyd George and myself alone, without representatives from the other Allies, showed that it was merely a conversation at which nothing could be definitely fixed. The sum which had been mentioned, he added, had given rise to misunderstanding. It was simply the equivalent at the rate of the day of paragraph 2 article 232 in the Treaty which required Germany to pay compensation. France's claim amounted to between 200 and 210 milliards of francs representing about 70 milliards of gold marks at the rate on May 15. Neither priority nor Germany's ability to pay was discussed. There were two methods to choose from: one was to wait for four or five years when large instalments would be due. The other was inspired by the principle that it was imprudent to sit still and do nothing with one's eyes fixed on texts containing mere promises. Then the reality, the only reality, we have, added the Premier, is the Rhine territory and we are not disposed to give it up.—Havas.

DEATH OF DR. MORRISON.

London, May 31.
The "Times" in a leader, regrets the death of Doctor Morrison who was a "Great servant of the Empire and the Times." Into a life comparatively short in years but rich in fulfilment of public duty he crowded such a series of romantic adventures as had fallen to few if any of the British race since the Elizabethan age. The guiding principle in his career was his faith in the mission of Britain and his determination to use his exceptional abilities in its interest. Happy is the Empire and journal which can command such devotion. [The "Times" eulogy of its late employee will be echoed wherever British journalism is to the fore. Dr. George Ernest Morrison was born at Geelong, Victoria, Australia in February 1862 and was thus in his 58th year. He had a life of extraordinary adventure. In 1882-3 at the age of 20, he crossed Australia from the Gulf of Carpentaria to Melbourne. After a trip to New Guinea he came to the Far East where he made his name. In 1894 he crossed from Shanghai to Rangoon by land, two years later travelled from Bangkok to Yunnan, later he crossed Siberia. In the eventful year of 1900 he was in Peking, remaining there throughout the siege of the Legations. In 1907 he was off on another trip across China from Peking to Tonquin and in 1910 he rode from Hanoi City to Andijan in Russian Turkestan, 3750 miles in 175 days. But it was for his splendid work as "Times" Correspondent at Peking that Dr. Morrison earned his great reputation. As a journalist he was easily second to none in China and from this point of view his appointment as adviser to the Chinese Government was a distinct loss to British politics. Dr. Morrison went to England recently in a weak state of health but recent reports indicated that he was improving. The news will be received with the deepest regret in China.]

MORE FROM MR. BLAND.

London, May 31.
Concluding his Far Eastern articles to "The Times" Mr. Bland declares it is impossible for the outside world to take Japanese Liberalism as seriously as it would wish as long as the real direction of Japan's foreign policy rests not with the ostensibly responsible cabinet but with the military general staff or as long as the power of the Diet continues limited to mild obstruction. It will be time to believe that the military party's proceedings are seriously disapproved when the Kenseikai or the press publicly insists on the right of the Government to appoint a civilian head of the War Ministry, which is the crucial test of strength. Liberalism in Japan now confronts the country in the matter of its future policy to China. Hitherto that policy has always reflected aggressive plans and the tendencies of the fighting clans, a fact which nearly everyone professes to deplore but which no public man ever dares attack openly. It is significant that even leading intellectuals and aristocratic young radicals all fight shy of tackling this question in real earnest. This is attributable to the family system which is still the strongest moral and political force in Japan.

AMERICA AND ARMENIA.

Washington, May 30.
The Senate has postponed action on the Armenian resolution in order to allow Senator Hitchcock to present an amendment empowering the President to appoint three Americans to serve with three Armenians on a commission to supervise the economic development of Armenia and providing a \$50,000,000 loan to Armenia for the purchase of agricultural implements, railway materials, and other supplies but the United States will not be responsible for principal or interest.

THE U.S. ARMY.

Washington, May 30.
The Senate has adopted the conference report on the Army Reorganization Bill which now goes to the President. The House of Representatives, after a bitter debate, passed the Soldiers Relief Bill by 289 votes to 92 and sent it to the Senate.

AMERICAN COAL.

Washington, May 30.
Senator Walsh introduced a resolution urging an embargo on the export of coal. A special railroad committee has been appointed to co-operate with the Inter State Commission to expedite transportation.

CONSCRIPTION OF LABOUR.

A SOCIALIST IDEAL.

The Daily Herald recently published a leading article on the defence of the new system of "industrial organization" in Russia, by which Labour is conscripted and deprived of all its liberties. It is explained that "rigid iron discipline" is necessary and that "we cannot visualize a modern State without it (coercion)." As an indication of the extreme catastrophe of the Socialist tendencies which the British working man is exhorted to promote, this confession is so significant (observes the "Morning Post") that it deserves quotation.

The enemies of Bolshevism, Russia, as well as some friends, continue to attack the industrial organization scheme, whereby every able-bodied person in that country is compelled to work, or, as an alternative, to starve. No Socialist can logically object to the principle embodied in the words, "He who will not work neither shall he eat." Especially in Russia is the application of this principle necessary. The whole economic structure of society has been destroyed. For nearly six years all the best brains and energy of the nation have been devoted to war. The consequences are what they would be in any other country under the same conditions, "plague, pestilence, and famine."

In order to overcome these evils a thorough-going scheme of "State Socialism" has been introduced, but not as the permanent or final expression of the co-operative State. Both Lenin and Trotsky have been at great pains to explain the present scheme as designed to meet an exceptional emergency. They ask for support in order to secure peace and plenty for all. It is not true that all labour will be centrally organized: in the production of foodstuffs, the control of factories, and in many other instances, groups of peasants and workers are organizing and managing local industries. The root of compulsion lies in the fact that everybody who is able-bodied must work. On railways, in mining, in the great industries necessary for restoring economic life, massed production is the order of the day, and it is these industries the Red "armies" are being employed.

Our Russian comrades are substituting a nobler patriotism for the age-long patriotism connected with war and destruction. Now men and women are urged to labour and toil, to sacrifice personal freedom in the service of peace. "The bloodless front" has a call which no war can ever have, for it calls to works of mercy, peace, and love.

Discipline—iron, rigid discipline of the workers by the workers—is needed in Russia. It will be needed here whenever the workers come to power. The Socialist State calls for more self-discipline than any other. The so-called freedom of the Capitalist State is freedom to starve, freedom to prostitute body and mind for bread, and freedom also for the clever, the unscrupulous, the sordid and mean to exploit the many.

We have no love for coercion of any kind, but we cannot visualize a modern State without it. Our choice is that compulsion which aims at transforming the chaotic, anarchical struggle of to-day into the ordered Co-operative State of to-morrow.

Mr. Lansbury, who here espouses the conscription of Labour, was a member of the Provisional Committee which in June, 1917, promoted the Leeds Convention for establishing Workers' and Soldiers' Councils in this country on the Russian model. One of the resolutions passed by that convention reads as follows:

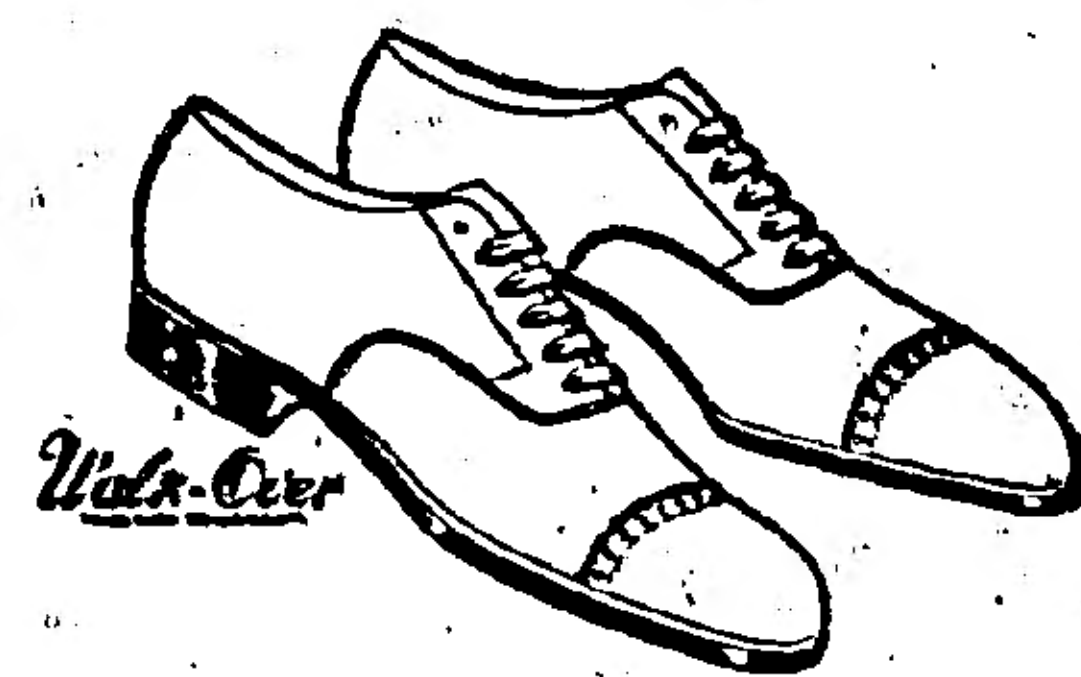
This conference calls upon the Government of Great Britain to place itself in accord with the democracy of Russia by proclaiming its adherence to and determination to carry into immediate effect a charter of liberties establishing complete political rights for all men and women, unrestricted freedom of the Press, freedom of speech, a general amnesty for all political and religious prisoners, full rights of industrial and political association, and the release of Labour from all forms of compulsion and restraint.

The cry then was "to follow Russia" and those who raised that cry have been faithful in following Russia even to the denial and frustration of every one of the demands set in the foregoing resolution.

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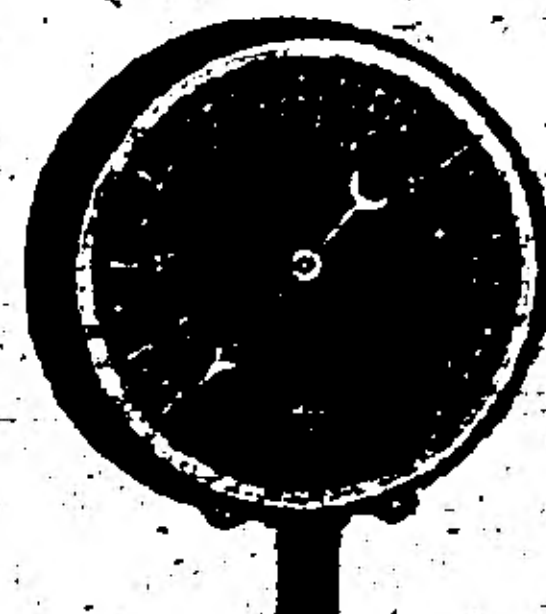
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Exchange.Interest on Fixed Deposits at
the following rates:—

For 3 months 4 per annum

For 6 months 4½ per annum

For 12 months 5 per annum

TSUYEE PEI

Manager.

THE INDUSTRIAL AND
COMMERCIAL BANK, LIMITED.Head Office: 4, Des Voeux Road, Central
Hongkong Branch: 10, Queen's Road
Central. DOMESTIC & FOREIGN BANKING
SERVICE PROMPT.Current, Savings, and Fixed
Deposits bear interest at Rates
2, 4, 5, and 6 per cent, respectively.

J. USING EY.

Hongkong, 7th July, 1919.

HOW TO AVOID
INFANTILE AILMENTS.When there are diseases pre-
valent in the season, it is most
dangerous for infants and so
great care must be taken in feed-
ing them with proper food; other-
wise they will give Mother a
lot of trouble. To avoid that
trouble is to feed them with
LACTOGEN, which resembles
human milk; easily digested and
the promoter of healthy appetites.
It keeps the infants thriving and
free from all Infantile Ailments.

SHIU FUNG TAI & CO.

Sole Agents for Hongkong and
South China.
No. 47 & 49, Connaught Road Central,
Hongkong.
Telephone Nos. 1229 & 2220.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

7:00 a.m. to 8:00 a.m. Every 15 min.
8:00 a.m. to 9:00 a.m. Every 15 min.
9:00 a.m. to 10:00 a.m. Every 15 min.
10:00 a.m. to 11:00 a.m. Every 15 min.
11:00 a.m. to 12:00 p.m. Every 15 min.
12:00 p.m. to 1:00 p.m. Every 15 min.
1:00 p.m. to 2:00 p.m. Every 15 min.
2:00 p.m. to 3:00 p.m. Every 15 min.
3:00 p.m. to 4:00 p.m. Every 15 min.
4:00 p.m. to 5:00 p.m. Every 15 min.

NIGHT CARS.

8:30 p.m. to 9:30 p.m. Every 15 min.
9:30 p.m. to 10:30 p.m. Every 15 min.
10:30 p.m. to 11:30 p.m. Every 15 min.

SATURDAY EXTRA CARS.

12:00 midday.

SUNDAYS.

7:30 a.m. to 8:30 a.m. Every 15 min.
8:30 a.m. to 9:30 a.m. Every 15 min.
9:30 a.m. to 10:30 a.m. Every 15 min.
10:30 a.m. to 11:30 a.m. Every 15 min.
11:30 a.m. to 12:30 p.m. Every 15 min.
12:30 p.m. to 1:30 p.m. Every 15 min.
1:30 p.m. to 2:30 p.m. Every 15 min.
2:30 p.m. to 3:30 p.m. Every 15 min.
3:30 p.m. to 4:30 p.m. Every 15 min.
4:30 p.m. to 5:30 p.m. Every 15 min.

NIGHT CARS.

At 10:00 p.m.

SPECIAL CARS.

By arrangement at the Company's Office,
Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON

BANKS.

ASIA BANKING CORPORATION.

Capital \$4,000,000. Surplus \$1,100,000.

Head Office: 35, Broadway, New York City.

BRANCHES.

SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHAThrough its branches and affiliations THE ASIA
BANKING CORPORATION offers commercial banking
facilities for the transaction of import and export business
with all parts of the world.Stockholding Banks in United States of
America:—Anglo & London Paris National San Francisco,
Bank, Cal.

Bankers Trust Co. New York City.

Continental & Commercial Na-
tional Bank Chicago, Ill.

First National Bank Portland, Oregon.

Guaranty Trust Co. of New York New York City.

Guardian Savings Trust Co. Cleveland, Ohio.

Mercantile Bank of the Americas New York City.

National Bank of Commerce Seattle, Wash.

National Shawmut Bank Boston, Mass.

Manager, Hongkong Branch
D. M. BIGGAR.

THE MERCANTILE BANK OF

INDIA, LIMITED.

Head Office: 10, Commercial
Street, London, E. C. 3.Authorized Capital, £10,000,000.
Paid up Capital, £2,000,000.
Reserve Fund, £1,000,000.The Bank of India, Ltd., is a public company
incorporated in India.The Bank of India, Ltd., is a public company
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BANQUE INDUSTRIELLE

DE CHINE.

HEAD OFFICE: 10, Rue de la Paix,
Paris.Authorized Capital, 1,000,000,000.
Paid up Capital, 250,000,000.The Banque Industrielle de Chine is a public company
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